

WEST LOS ANGELES PLANS

A Part of the General Plan of the City of Los Angeles





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April 20, 1999

Dear Plan Book Recipients:

WEST LOS ANGELES TIMP SPECIFIC PLAN

The new West Los Angeles Transportation Improvement and Mitigation Specific Plan (Ordinance No. 171,492, effective March 8, 1997) is attached for inclusion in your plan.

Please note that the Specific Plan boundary area covers all or portions of the communities of West Los Angeles, Brentwood-Pacific Palisades, Westwood, and Palms-Mar Vista. The addition includes Table of Contents, Activity Log and Credits (last page) that replace only those of the current West Los Angeles Community Plan.

For questions regarding the insertion/replacement of documents, please contact the Central Publications Unit, (213) 580-5250.

For questions regarding the content or implementation of the Plan, contact the Department of Transportation, WLA Programs Office, (310) 524-8253 or (213) 485-1062.

CON HOWE
Director of Planning

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Attachment

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May 10, 1996

PLAN BOOKLET ADDITIONS/REVISIONS

Dear Plan Booklet Recipients:

Enclosed are the most recent additions/revisions made to the
WEST LOS ANGELES; NORTHEAST plan(s).

Please add the specific plan portions and replace other sheets
(table of contents, log sheet, back credit page, and two maps) to
your plan booklet.

If you have any questions, please contact the Central Publications
Unit at (213) 580-5250.

Very truly yours,

GORDON HAMILTON
Deputy Director

Lynn Schwickerath, Chief Clerk
Department Support Operations

LS:smc

Enclosures (1 copy)



Los Angeles City Planning Department

Room 561 City Hall



DATE: January 10, 1992

TO: All West Los Angeles Community Plan Recipients

FROM: Michelle Clarkson, Senior Clerk
Central Maps and Publications Unit

SUBJECT: WEST LOS ANGELES COMMUNITY PLAN REVISIONS

Revision have been made to the West Los Angeles Community Plan.
Please add this revision to your Community Plan.

Future updates will be issued as needed. If you have any questions, please contact John Sepulveda at 485-5714.

MC:mc

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WEST LOS ANGELES

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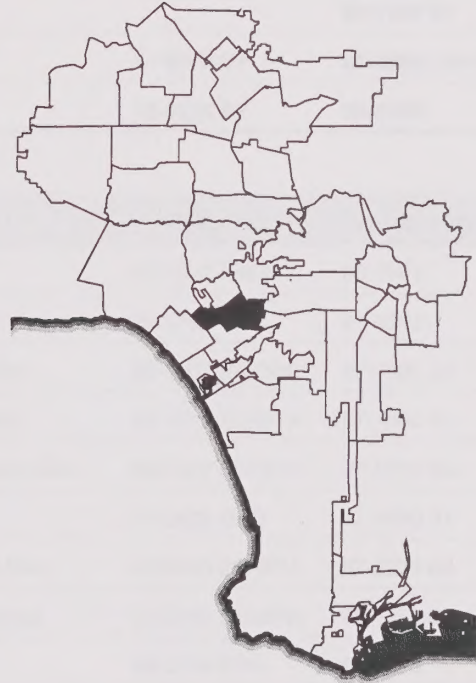
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* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The Maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB203), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.

ADOPTION DATE	PLAN	CPC FILE NO.	COUNCIL FILE NO.
March 21, 1974	West Los Angeles Community Plan	18466	73-2225
Nov. 17, 1981	Century City South Specific Plan	24960	74-4757
Nov. 17, 1981	Century City North Specific Plan	28436 ZC/HD	80-1250; 80-1250 S1
Nov. 4, 1992	Sepulveda Corridor Specific Plan	91-0488 SP	91-2205; 92-0885
Jan. 17, 1997	West Los Angeles TIMP Specific Plan	96-0220 SP	96-0156

Adoption Date	Amendment	CPC File No.	Council File No.
June 24, 1987	Granville Avenue - Street Vacation	87-0013 PWA	86-1931
June 26, 1987	AB283 Industrial/Residential - Western Los Angeles	86-0789 GPC	87-0590
Sept. 23, 1987	Periodic Plan Review, Window 3, Item 2, Wilshire Blvd.	86-1007 ZC/GPA	87-1000 S2
Sept. 23, 1987	Periodic Plan Review, Window 3, Item 3, Barry Avenue	86-0971 ZC/GPA	87-1000 S3
Sept. 23, 1987	Periodic Plan Review, Window 3, Item 4, Santa Monica Blvd.	86-0932 ZC/GPA	87-1000 S4
Feb. 24, 1988	AB283 General Plan/Zoning Consistency Program	86-0825 GPC	87-0590 S1
April 13, 1988	Periodic Plan Review, Window 7, Item 4, Sepulveda Blvd.	87-0363 ZC/GPA	87-2273 S4
Jan. 26, 1989	Periodic Plan Review, Window 11, Item 1, Colby Avenue	87-0860 ZC/GPA	88-1226 S4
Oct. 13, 1989	Mobilehome Footnote	89-0139 GPA	89-0119
March 27, 1991	Land Use Footnote	90-0526 GPA	90-1422
May 1, 1992	AB283 Open Space	90-0596 GPC	92-0163
June 23, 1993	Century City South Specific Plan Amendment Periodic Plan Review, Window 39, Pico Blvd. (Fox Studios)	92-0525 ZC/GPA	93-0909
March 6, 1996	AB283 Public Facilities/Open Space II - Western Los Angeles	95-0148 GPC	95-1904 S3
Dec. 10, 1997	Westwood/Pico Neighborhood Overlay District	92-0039 SUD 92-0040 ZC 92-0041 HD	92-1785



WEST LOS ANGELES
GENERALIZED LAND USE



NOT TO SCALE



WEST LOS ANGELES GENERALIZED CIRCULATION

..... For details see Specific Plan



NOT TO SCALE

WEST LOS ANGELES PLAN

City of Los Angeles

this Plan consists of this text and the accompanying map

The West Los Angeles District Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying map.

PURPOSES

USE OF THE PLAN

The purpose of the West Los Angeles District Plan is to provide an official guide to the future development of the District for the use of the City Council, the Mayor, and the City Planning Commission; other concerned governmental agencies, residents, property owners, and businessmen of the District; and private organizations concerned with planning and civic betterment. For the Council, the Mayor and the Planning Commission, the Plan provides a reference to be used in connection with their actions on various city development matters as required by law.

The Plan is intended to promote an arrangement of land use, circulation and services which will encourage and contribute to the economic, social and physical health, safety, welfare, and convenience of the District, within the larger framework of the City; guide the development, betterment, and change of the District to meet existing and anticipated needs and conditions; contribute to a healthful and pleasant environment; balance growth and stability; reflect economic potentialities and limitations, land development and other trends; and protect investment to the extent reasonable and feasible.

This Plan proposes approximate locations and dimensions for land use. Development may vary slightly from the Plan provided the total acreage of each type of land use and land use intensities and the physical relationships among the various land uses are not altered.

The Plan is not an official zone map, and while it is a guide it does not imply any implicit right to a particular zone or to the land uses permitted therein. Changes of zone are considered under a specific procedure established under the Los Angeles City Charter and the Los Angeles Municipal Code, subject to various requirements set forth therein. Inasmuch as the Plan shows land uses projected as much as 20 years into the future, it designates conditionally more land in some areas for different zones and land uses than may be desirable for many years.

This Plan is subject to review and amendment within five years, to reflect changes in circumstances.

OBJECTIVES OF THE PLAN

1. To coordinate the development of West Los Angeles with that of other parts of the City of Los Angeles and the metropolitan area.

2. To designate lands at appropriate locations for the various private uses, and the need for public facilities and the general locations thereof, in the quantities and at densities required to accommodate population and activities projected to the year 1990.
3. To make provision for housing as is required to satisfy the varying needs and desires of all economic segments of the District, maximizing the opportunity for individual choice. To encourage the preservation and enhancement of the varied and distinctive residential character of the District.
4. To promote economic well-being and public convenience through:
 - a. the allocation and distribution of commercial lands for retail, service, and office facilities in quantities and patterns based on accepted planning principles and standards;
 - b. the designation of land for industrial development that can be so used without detriment to adjacent uses of other types, and the imposition of restrictions on the types and intensities of industrial uses as are necessary to this purpose;
 - c. provision for places of employment within the District, and for transportation facilities serving places of employment in adjacent communities.
5. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.
6. To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service, the increase of off-street parking facilities, the elimination of on-street parking on Major and Secondary Highways, and the development of bicycle routes.
7. To encourage open space for recreational uses.

POLICIES

The West Los Angeles District Plan has been designed to accommodate the anticipated growth in population and employment in the District to the year 1990. The Plan does not seek to promote nor to hinder growth; rather it accepts the likelihood that growth will take place and must be provided for.

The Plan encourages the preservation of low density single-family residential areas, the conservation of open space lands, and concentration of commercial and residential development into Century City Center, connected to other major Centers of the City by a rapid transit network.

LAND USE

Housing

Standards and Criteria:

Property in residential zones permitting densities in excess of those designated in the Plan shall be considered for reclassification to zones corresponding to the designated densities.

Apartments should be soundproofed and be provided with adequate open space and usable recreation areas. In housing for the elderly, provisions should be made for passive recreation.

Features:

The Plan provides a residential capacity for approximately 102,600 persons, which is adequate for the projected 1990 population of 80,000.

The Plan proposes that the low-density residential character of West Los Angeles be preserved, and that single-family residential neighborhoods be protected from encroachment by other types of uses.

Single and multiple family housing should be made available to all persons regardless of social, economic, and ethnic backgrounds. Additional low and moderate income housing is needed in all parts of the City. Specifically, the Plan encourages the provision of such housing for college students and the elderly.

The proposed residential density categories and their capacities are:

Residential Density	Dwelling Units Per Gross Acre	Persons Per Gross Acre	Gross Acres	% Of Resid. Land	Pop. Capacity	% Of Pop. Capacity
Low	3+ to 7	16-20	2,005.1	66.1	34,535	32.9
Low-Medium	7+ to 24	20-70	207.7	6.8	3,177	3.0
Medium	24+ to 40	50-100	731.1	24.1	52,648	50.2
High-Medium	40+ to 60	80-120	80.5	2.7	12,240	11.7
High	60+ to 80	120-160	10.4	0.3	2,297	2.2
TOTAL			3,034.8	100.0	104,897	100.0

Commerce

Standards and Criteria:

The commercial lands (not including associated parking) designated by this Plan are adequate in quantity to meet the needs of the projected population to the year 1990, as computed by the following standards:

- 0.6 acres per 1,000 residents for commercial uses for neighborhood or convenience type commercial areas;

- 0.2 acres per 1,000 residents for commercial uses for community shopping and business districts, including service uses and specialized commercial uses.

In general, off-street parking should be provided at a ratio of not less than three square feet for each square foot of commercial floor area for each Community, Neighborhood and Regional shopping area as specified on the Plan Map and at a ratio of not less than two square feet for each square foot of floor area for Limited and Highway-Oriented commercial uses. Parking areas shall be located between commercial and residential uses where appropriate to provide a buffer, and shall be separated from residential uses by means of at least a solid wall and/or landscaped setback.

Features:

The Plan provides approximately 500 acres of commercial and related parking uses.

The 290-acre Century City Center, bounded generally by Santa Monica Boulevard, Century Park East, Pico Boulevard, and Century Park West, is designated for a mixture of residential and commercial uses. Intensity of development in the Commercial and High-Medium Density residential portions of Century City Center should not exceed six times the total land area, excluding streets and required setbacks. The uses and densities within the Twentieth Century Fox property in Century City Center shall be flexible in location, and shall not exceed:

- 20 acres of Regional Center Commercial and parking uses (including oil drilling site located on Avenue of the Stars); and
- the total number of dwelling units permitted in a 55-acre development composed of 25% High-Medium Density residential and 75% Medium Density residential uses.

The Plan proposes that the overall residential density of the Twentieth Century Fox property be limited to that herein proposed, but that the location of these uses be specifically designated in the Specific Plan for Century City Center. The Specific Plan shall provide for a mixture of residential and commercial uses along Avenue of the Stars. The proportions and locations should be determined with the development of the Specific Plan. The Plan suggests the inclusion of such amenities as public and/or private parks, a child care center, and a library specializing in corporate and business reference material in this area.

The Plan also proposes peripheral parking areas linked by secondary transit to alleviate street and highway congestion in and adjacent to the Center. This area would contain a rapid transit station and a secondary transit system to connect activity areas within the Center and the Center with peripheral parking lots.

The commercial area along Wilshire Boulevard is a satellite of Westwood Center. As in Century City Center, intensity of development should not exceed six times the total land area, excluding streets and required setbacks.

In the Pico-Overland Community shopping area, additional off-street parking is proposed.

Eight commercial areas in the District are designated for Neighborhood and Office commercial use. The commercial and parking zoning along Wilshire and Santa Monica Boulevards should be deepened to permit the construction of modern office facilities with parking at the rear.

The Medium and High-Medium Density properties fronting on Beloit Avenue between Santa Monica and Olympic Boulevards may also be used for parking serving the commercial uses on Sawtelle Boulevard.

Highway-oriented commercial uses are proposed at several locations in the District. Appropriate kinds of activities in these areas are automobile sales and services, drive-ins, furniture and appliance stores, and office equipment sales.

Industry

Standards and Criteria:

Industrial lands are located on a city-wide basis without regard to the boundaries of individual communities or districts, under the general principle that such employment should be available within a reasonable commuting distance from residential locations.

Parking for general industrial lands should be provided at a ratio of one stall for each 350 square feet of gross floor area, but not less than three stalls for each four employees on the main shift. Parking for warehouse or storage uses should be provided at a ratio of one stall for each 1,000 square feet of gross floor area but not less than one stall for each employee on the main shift. On-street parking should be prohibited in industrial areas. Off-street parking areas shall be located at the peripheries of industrial sites to serve as buffers and shall be separated from adjacent private and public uses by at least a wall and/or landscaped setback.

Features:

The Plan designates approximately 360 acres of land for industrial uses. To preserve this valuable land resource from the intrusion of other uses and insure its development with high quality industrial uses, in keeping with the urban residential character of the District, the Plan proposes classifying all undeveloped industrial land, as well as all industrial land used for industrial purposes, in restricted industrial zoning categories, such as the MR Zones.

Two major industrial areas are designated in the District. One is bounded by Sepulveda Boulevard, the San Diego Freeway, Ohio Avenue, and the Southern Pacific Railroad. The portion of this area south of Santa Monica Boulevard is designated for Light Industrial use. The northern portion is designated for Limited Industrial use. Some structural rehabilitation, street widening, and additional off-street parking and freight loading facilities are needed in this area.

Another industrial area is located south of Olympic Boulevard to the west of Sepulveda Boulevard. The Plan designates the Olympic Boulevard frontage west of the San Diego Freeway for Commercial Manufacturing and the rest of this area for Light Industrial use.

CIRCULATION

Major transportation corridors serving other parts of the Los Angeles metropolitan area cross the West Los Angeles District and thus the highways and streets of the District must accommodate traffic generated both within and without the District. To accommodate the projected traffic of the District, the circulation system proposed in the Plan must be supplemented by a greatly improved public transportation system and/or additional highways and freeways. Unless such additional transportation facilities are provided, acute traffic congestion will result in some parts of the District. Notwithstanding these traffic forecasts, additional highways and freeways are not recommended in the Plan because such improvements would have a more adverse environmental impact upon the District than the traffic congestion anticipated without the improvements.

Highways and Streets

Standards and Criteria:

Highways and local streets shown on this Plan shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions.

Design characteristics which give street identity such as curves, changes in direction and topographical differences, should be emphasized by street trees and planted median strips and by paving. Streets, highways and freeways, when developed, should be designed and improved in harmony with adjacent development and to facilitate driver and passenger orientation.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the development of the designated Major and Secondary Highways.

No increase in zoning density shall be effected unless it is determined that the Local Streets and Major and Secondary Highways serving, and in the area of, the property involved are adequate to serve the traffic generated.

Adequate highway improvements and public transportation shall be assured prior to the approval of zoning permitting intensification of land use, in order to avoid congestion and assure proper development.

The foregoing references to higher intensities, increase in zoning density and intensification of land use refer to increases over those densities proposed by the Plan.

Features:

The Plan incorporates the Highways and Freeways Element of the Los Angeles General Plan. Collector streets are shown to assist traffic flow toward Major and Secondary Highways.

Substantial improvements should be made to transportation facilities in the Santa Monica Boulevard Corridor, including improvements to Santa Monica Boulevard, rapid transit, and/or the Beverly Hills Freeway. It is suggested that the State Highway Commission consider some form of continuation or means of dissipating traffic from the Beverly Hills Freeway to the west of the San Diego Freeway. If such an improvement is contemplated, then it should be designed to minimize disruption to the residential and commercial communities where it would be located. A total design concept should be utilized to integrate this freeway into the District. It is suggested that frontage roads be provided in order to alleviate congestion on Major and Secondary Highways which provide access to the freeway.

Realignment and connection of Overland and Manning Avenues is proposed, to take place concurrently with the construction of the Beverly Hills Freeway.

In the event that a use other than open space is contemplated, for all or a portion of the Hillcrest Country Club, a special study to determine needed additional circulation facilities in this area must be completed prior to subdivision approval.

Within the area bounded by Pico Boulevard, Santa Monica Boulevard, Century Park East and Century Park West, any further development which may substantially increase the density of the area over that which presently exists will require additional local and north-south circulation. Said additional circulation facilities should be jointly financed by all benefitted property owners in the aforementioned area. In extending Century Park West south from Olympic Boulevard to Pico Boulevard, no connections should be permitted to local streets in the residential area to the west.

Public Transportation

A Century City transit station is proposed to be located to serve the commercial portion of Century City Center. A secondary transit system is proposed to link the residential, shopping, and office areas within Century City Center with peripheral parking areas and with the main transit station.

Bicycle Routes

A series of bicycle routes are proposed to provide convenient access to schools and recreational areas.

Railroads

The Plan suggests the removal of the railroad from the media strip between the north and south roadways of Santa Monica Boulevard through West Los Angeles at such time as regulatory agencies permit.

All railroad rights-of-way should be redesignated to a new classification, which would limit usages to those compatible with the shape of the areas, the proximity to roadways and to adjoining and nearby uses.

SERVICE SYSTEMS

Standards and Criteria:

The public facilities shown on this Plan are to be developed in accordance with the standards for need, site area, design, and general location expressed in the Service-Systems Element of the General Plan. (See individual facility elements for specific standards.) Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities at all times.

The full residential, commercial and industrial densities and intensities proposed by the Plan are predicated upon the provision of adequate public service facilities, with reference to the standards contained in the General Plan.

No increase in zoning density shall be effected unless it is determined that such facilities are adequate to serve the proposed development.

The foregoing references to higher intensities, increase in zoning density and intensification of land use refer to increases over those densities proposed by the Plan.

The Plan designates two standard types of local parks:

Neighborhood Recreational Sites - 1 acre per 1,000 residents; minimum site size 5 acres; service radius 1 mile; and

Community Recreational Sites - 1 acre per 1,000 residents; minimum site size 15 acres; service radius 3 miles.

At times it will be necessary for portions of Recreation Sites to be used for public rights-of-way and easements.

Features:

The Plan proposes dual use of existing school facilities for the general public after hours and on weekends. School ground should be landscaped so as to facilitate after hour recreational use.

Three Community Parks and thirteen Neighborhood Parks are proposed in addition to those existing in 1972. Their general locations are indicated on the Plan map.

The requirements for parks and open space were determined on the assumption that Hillcrest Country Club, a major parcel of privately owned and operated open space will be maintained in its present use. Should it, or a portion of it, be developed for other uses, there will be a need for other open space to replace its utility.

PROGRAMS

These programs establish a framework for guiding development of the West Los Angeles District in accordance with the objectives of the Plan. In general, they indicate those public and private actions which should take place during the initial five years following adoption of the Plan. The described actions will require the use of a variety of implementation methods.

I. PUBLIC IMPROVEMENTS

A. Circulation

To facilitate traffic circulation, relieve congestion, and provide mobility for all citizens, the following actions should be taken:

1. A concerted effort to coordinate the development of an effective public transportation system, including rapid transit.
2. An overall parking program for Century City Center to ensure the provision of needed parking facilities at appropriate locations. As public transportation ridership to the Center increases, parking ratios for the various uses in the Center should be reassessed.
3. Continued development of the freeway, highway and street system, including improved freeway ramp systems, particularly at Santa Monica Boulevard, Manning Avenue and Olympic Boulevard.
4. Advancing the State's priority on the Beverly Hills Freeway and encouraging some form of continuation to the west of the San Diego Freeway, which would be designed to minimize disruption to the residential and commercial communities in the area and/or improving the transportation corridor including the widening and improvement of Santa Monica Boulevard and rapid transit.
5. Strong efforts to bring about a system of bicycle trails coordinated with systems in adjacent communities.
6. Continuation of street lighting programs in residential and commercial areas.

B. Recreation, Parks and Open Space

Acquisition, expansion, and improvement, including dedications in connection with subdivisions, of needed local parks throughout the District should be accelerated, and a concerted effort should be made to establish multi-purpose use of open space along freeways and other publicly owned land and facilities.

The City should encourage continuing efforts by County, State and Federal agencies to acquire vacant lands for publicly owned open space.

C. Other Public Facilities

The development of other public facilities should be sequenced and timed to provide a balance between land use and public

services at all times. New power lines should be placed underground, and a program for the undergrounding of existing lines should be developed. Child care and nursery school services should be encouraged at appropriate Elementary Schools.

II. PRIVATE PARTICIPATION

Citizen groups are encouraged to undertake private actions for community improvements such as:

- A. Initiation by property owners and merchants of programs to increase off-street parking facilities serving adjacent shopping areas.
- B. Promoting street tree planting programs in commercial areas and other appropriate areas.
- C. Sponsoring clean-up and beautification programs to improve the general environment.
- D. Developing and maintaining mini parks on property provided for public use and as an interim use of vacant private lands, with permission of the owner.

III. PLANNING LEGISLATION

Planning provisions of the Municipal Code and other legislation are continually being reviewed and amended. The following studies for amendments are suggested to aid in implementation of the Plan.

- A. **Buffer Strip Zoning:** Separation of incompatible uses (particularly residences from industry and freeways) by some form of buffering, preferably of a type which could also serve for recreational use or open space.
- B. **Highway-Oriented Commercial Zoning:** A new zone which would ensure off-street parking facilities, and/or drive-through capabilities, for commercial activities on major and secondary highways.
- C. **Incentive Zoning:** Incentives for private developers to provide various desired types of development which would surpass minimum requirements.
- D. **Information on Planning:** Legislation assuring that the buyer of property is provided information on community plan designations pertaining to the property.
- E. **Institutional Zoning:** A new zone which would preserve those facilities used for the public good, such as schools, hospitals and orphanages.
- F. **Open Space Zoning:** A new zone which would ensure the preservation of public and private open space and recreational areas.
- G. **Parking Requirements:** Standards and procedures to provide for decreased parking requirements for housing for the elderly.

- H. **Railroad Beautification:** Support by the City for the adoption of state legislation requiring railroads to landscape their property through residential areas.
- I. **Signs:** Strengthening of controls on billboards and other commercial signs.
- J. **Townhouse Zoning:** Attached single family housing, individually owned, which would provide greater economy of land utilization and be suitable for proposed Low-Medium Density residential areas.

IV. ZONING ACTIONS

Zoning is the primary legal tool by which the development of private property can be directed toward the implementation of the Plan. Two distinct situations are involved:

- A. The City can initiate redesignation to zones appropriate to the Plan.
- B. Property owners, under the procedures established by the Los Angeles City Charter and the Los Angeles Municipal Code, may apply for a change of zone.

V. SPECIFIC PLAN

A Specific Plan should be developed for Century City Center, the area generally bounded by Pico Boulevard, Century Park East, Santa Monica Boulevard and Century Park West. This Specific Plan shall show land use and densities in conformity with those designated in this Plan. The Specific Plan shall designate the location of commercial uses and residential uses and densities as shown on the Plan Map and within the criteria established under the Commercial Features of this Plan. The Plan shall provide for:

- A. Phasing to ensure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity and design of development. This shall include any on-and off-site dedications or improvements deemed necessary as a result of this Specific Plan study .
- B. A continuous pedestrian system, separated from automobile traffic, and with pedestrian bridges at appropriate locations to be constructed concurrently with develop
- C. Off-site parking facilities with secondary transit linking the parking facilities to activity nodes within Century City Center.
- D. An overall intensity of residential and commercial development as proposed herein, but with flexibility regarding the specific location of uses. The Specific Plan should permit the transfer of unused development rights within the Specific Plan area, subject to City review and approval.

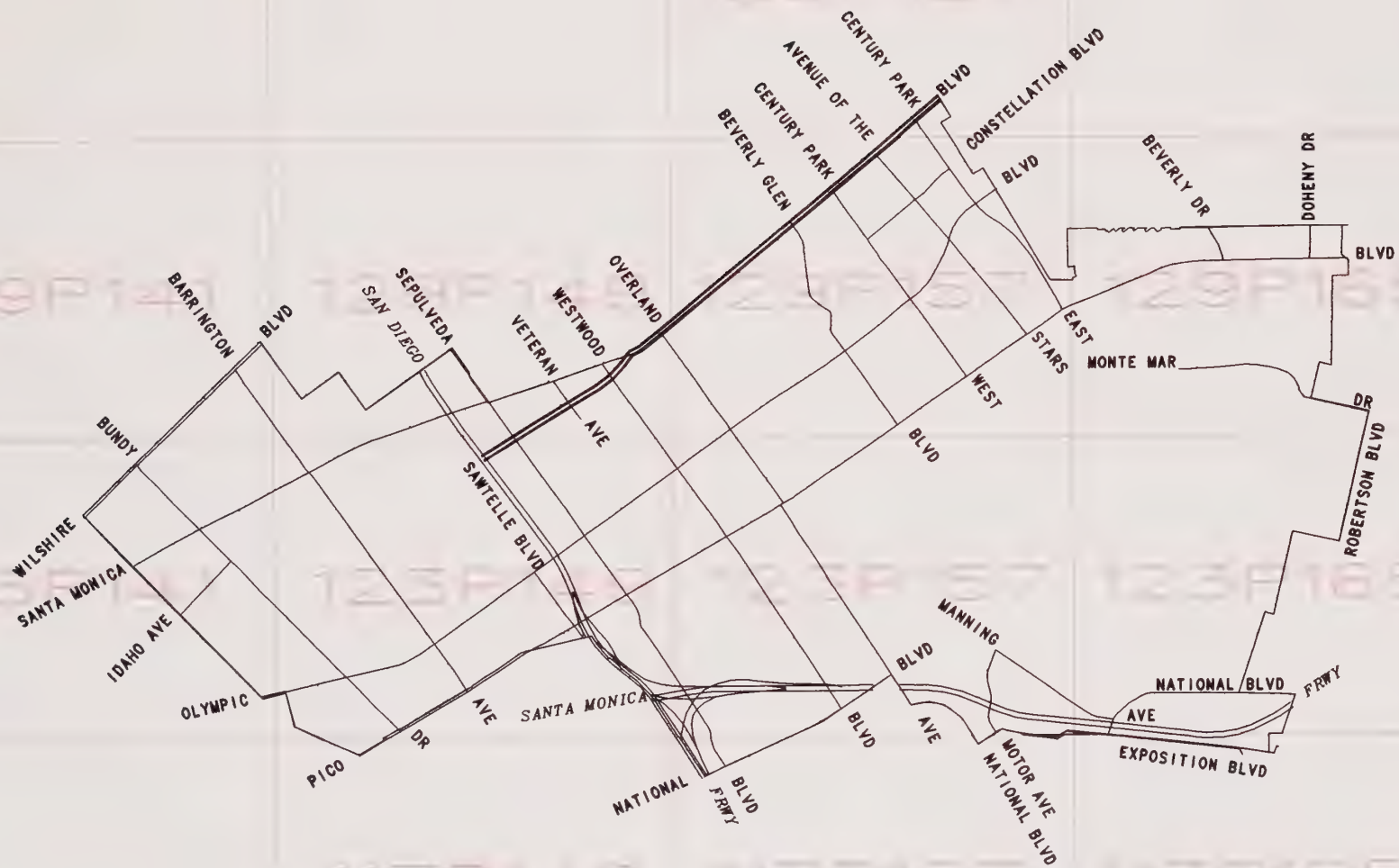
VI. FUTURE STUDIES

Sepulveda Industrial Area

The feasibility of improving and enhancing the industrial redevelopment in this area should be investigated to achieve street improvements, rehabilitation or reconstruction of older structures, and the provision of adequate off-street parking and freight loading facilities.

Sawtelle Cultural/Commercial Center

A study should be initiated to investigate methods for creating a neighborhood oriented commercial center with distinct cultural attributes, by encouraging development in accordance with cultural patterns in the area bounded by Idaho, Beloit and Corinth Avenues and Olympic Boulevard. This area could include cultural and educational facilities and expanded commercial uses such as gift shops and restaurants. Methods of obtaining improved off-street parking and street improvements should also be investigated.



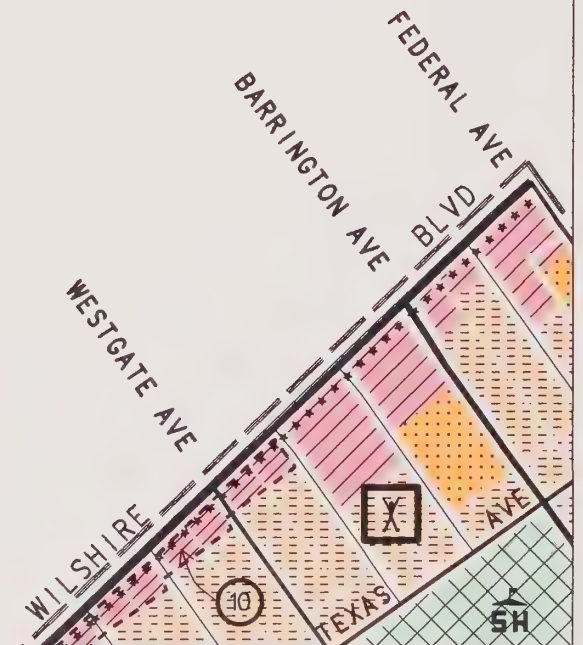
WESTWOOD
PLAN

CENTURY PARK EAST
SANTA MONICA BLVD
BEVERLY HILLS FWY
Specific Plan per
Ordinance No 156122

CITY OF
BEVERLY HILLS

COUNTY OF
LOS ANGELES

BRENTWOOD — PACIFIC PALISADES
PLAN



SEE MAP 129P149

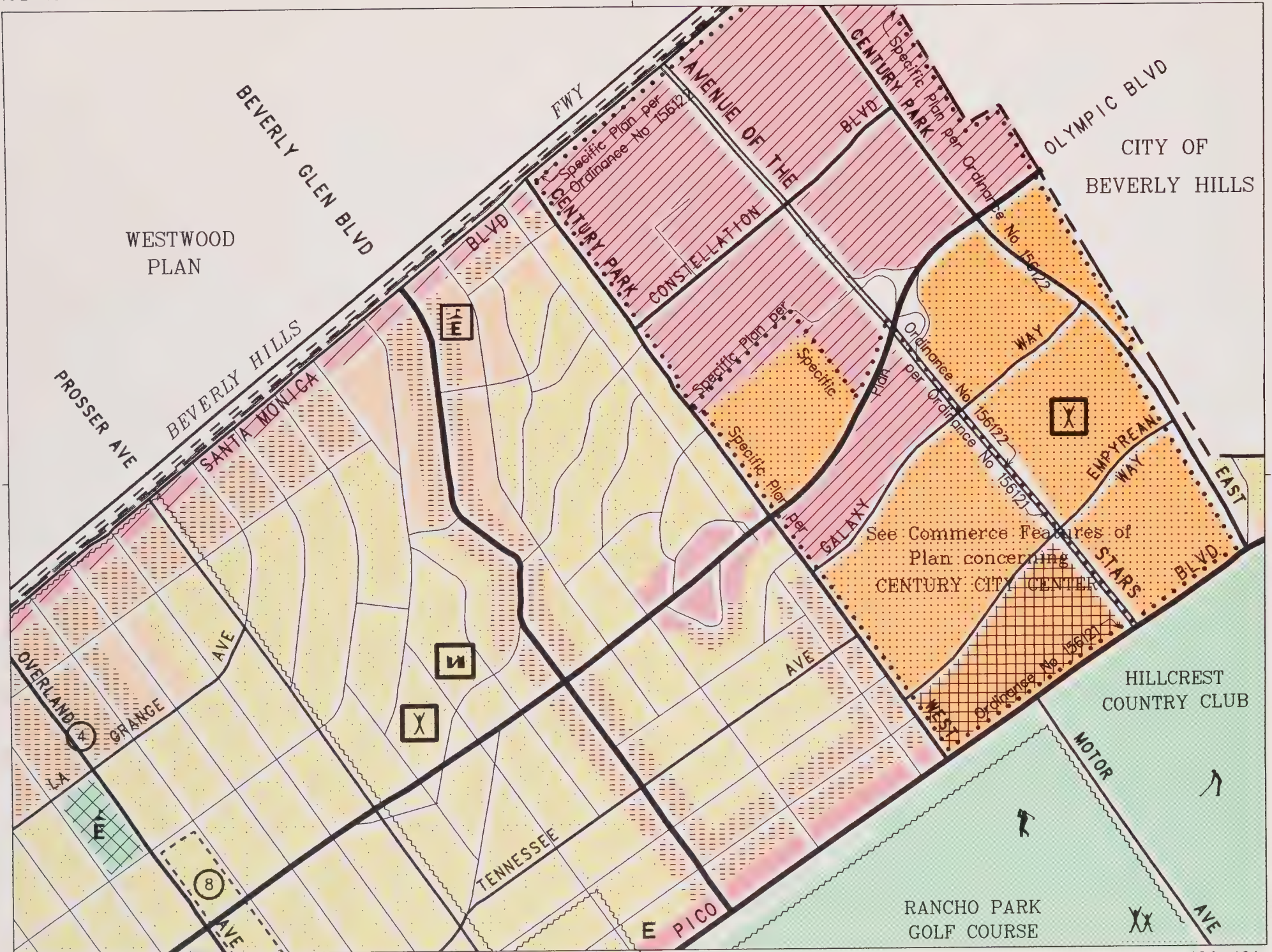
COUNTY OF
LOS ANGELES

WESTWOOD
PLAN



SEE MAP 129P149

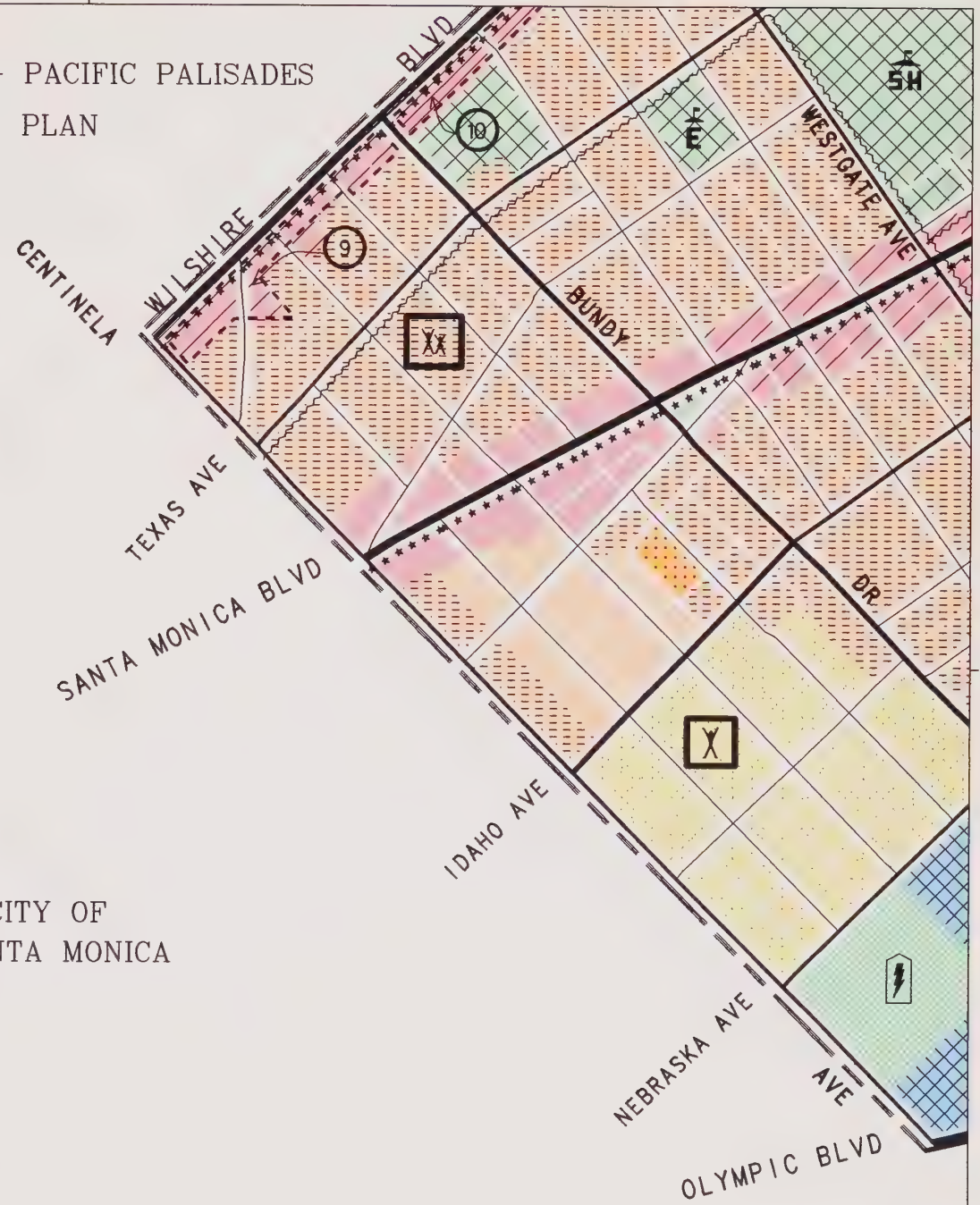
SEE MAP 129P165



CITY OF
BEVERLY HILLS

BRENTWOOD - PACIFIC PALISADES
PLAN

CITY OF
SANTA MONICA



SEE MAP 123P149

SEE MAP 123P141

SEE MAP 123P157



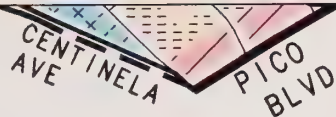


SEE MAP 123P149

SEE MAP 123P165

SEE MAP 123P157





CENTINELA
AVE

PICO
BLVD

CITY OF
SANTA MONICA

PALMS - MAR VISTA - DEL REY
PLAN

SEE MAP 117P157

120-157

SEE MAP 123P157

117P157

120-161

NATIONAL BLVD
MILITARY AVE
SEPULVEDA BLVD
SAN DIEGO FWY

NATIONAL BLVD

NATIONAL BLVD

PALMS - MAR VISTA - DEL REY
PLAN

SEE MAP 117P149

SEE MAP 117P165

117-157

12/90 - WL

117-161

EXPOSITION

SANTA MONICA FWY

BLVD

S P R R

PALMS - MAR VISTA - DEL REY
PLAN

CITY OF
CULVER CITY

Notes:

1. Height District No. 1. (Except for a portion of Wilshire Boulevard between Centinela Avenue and Granville Avenue. See Notes 9 and 10.)
2. Height District No. 2
3. Boxed symbol denotes the general location of a proposed public facility, and does not designate any specific private property for acquisition. Such facility may appropriately be located within an area defined by the locational and services radius standards contained in the individual facility plans comprising the Service-Systems Element of the General Plan.
4. Future study of highway realignment (○○○○).
5. "Gross Acre" includes one-half of abutting streets.
6. Local streets and freeway interchanges are shown for reference only. See text for specific proposals on freeway interchanges.
7. Permits attached housing and apartments.
8. No street widening shall be permitted on Overland Ave. between Pico Blvd. and La Grange Ave. except for the currently scheduled realignment project at Pico Blvd. The restriction on widening shall be in affect as long as fronting properties remain in the Low Density Housing Category. (Amendment adopted by City Council 7-11-79.
9. Height District 1VL and a floor area ratio of 3 to 1 with a three story/45 foot height limit.
10. Height District 1L and a floor area ratio of 3 to 1 with a six story/75 foot height limit.
11. When the use of property designated as "Open Space" (e.g. recreation, environmental protection) is proposed to be discontinued, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
12. When the use of property designated as "Public/Quasi-Public Use" (e.g., school, university, hospital, major institutions) is proposed for a use other than the existing use or that which has been deemed to be approved per LAMC 12.24-F, the proposed use shall be approved by the appropriate decision-makers through a procedure similar to a conditional use. The decision-maker shall find that the proposed use is consistent with the elements and objectives of the General Plan and may impose additional restrictions on the existing zoning as deemed necessary to assure that the proposed land use will be compatible with the land uses, zoning, or other restrictions of adjacent and surrounding properties, and consistent with the General Plan.
13. Existing mobilehome parks are consistent with the Plan. Future mobilehome parks shall be consistent with the Plan when developed in the RMP Zone.
14. Each Plan category permits all indicated corresponding zones as well as those zones referenced in the Los Angeles Municipal Code (L A M C) as permitted by such zones unless further restricted by adopted Specific Plans, specific conditions and/or limitations of project approval, plan footnotes or other Plan map or text notations. Zones established in the L A M C subsequent to the adoption of the Plan shall not be deemed as corresponding to any particular Plan category unless the Plan is amended to so indicate. It is the intent of the Plan, that the entitlements granted shall be one of the zone designations within the corresponding zones shown on the Plan, unless accompanied by a concurrent Plan Amendment.

LAND USE

RESIDENTIAL

LOW DENSITY



LOW ¹

CORRESPONDING ZONES

RS,R1,RE9,RD6⁷

MULTIPLE FAMILY



LOW MEDIUM¹



MEDIUM¹



HIGH MEDIUM¹



HIGH¹

CORRESPONDING ZONES

R2,RD5,RD4,
RD3,RD2,RD1.5

R3

R4

R5

COMMERCIAL



LIMITED¹

C1,CR,P



HIGHWAY¹
ORIENTED

C1,C1.5,C2,CR,P



NEIGHBORHOOD¹
AND OFFICE

C1,C2,CR,C4,P



COMMUNITY¹

C2,C4,CR,P,PB



REGIONAL²

C2,C4,P,PB

INDUSTRIAL



COMMERCIAL¹
MANUFACTURING

CM,P



LIMITED¹

MR1,M1,P



LIGHT¹

MR2,M2,P



OPEN SPACE, PUBLIC/
QUASI-PUBLIC

¹¹

OPEN SPACE



PUBLIC/QUASI-PUBLIC¹²

CIRCULATION



Freeway



Adopted Freeway



Divided Major Highway



Major Highway



Scenic Major Highway



Secondary Highway



Collector Street



Local Street⁶



Bikeway



Railroad

ADMINISTRATIVE BOUNDARY



Community



City/County

SPECIAL BOUNDARY



Specific Plan



Site Boundary

SERVICE SYSTEMS

SCHOOL SITES



Elementary



Elementary-Private



Junior High



Senior High



Senior High-Private



College-Private

SERVICE SYSTEMS

RECREATIONAL SITES



Neighborhood



Community



Golf Course



Golf Course-Private

OTHER FACILITIES



Branch Administrative Center



Community Library



Regional Library



Fire Station



Police Station



Cultural/Historical Site



Animal Shelter



Power Distribution Station



Power Receiving Station



Maintenance Yard



Refuse Collection

NOTES:



Proposed³

SUMMARY OF LAND USE

LAND USE

RESIDENTIAL

DWELLING UNITS
PER GROSS ACRE⁵

CORRESPONDING
ZONES

Low¹

3+ to 7

RE9, RS,
RD6,⁷ R1

Single Family Residential

Total Acres

2,005

TOTAL RESIDENTIAL

Low Medium¹

7+ to 24

R2, RD5,
RD4, RD3

% of Total Area

44

Total Acres

3,041

Dwelling Unit Capacity

9,844

% of Total Area

67

Population Capacity

34,845

Dwelling Unit Capacity

41,964

Medium¹

24+ to 40

RD2, RD1.5

Multiple Family Residential

Total Acres

1,036

Population Capacity

102,270

High Medium¹

40+ to 60

R4

% of Total Area

23

Dwelling Unit Capacity

32,120

Population Capacity

67,425

COMMERCIAL

Neighborhood & Office¹

C1, C2, CR,
C4, P

Neighborhood & Office

Total Acres

194

TOTAL COMMERCIAL

% of Total Area

4

Total Acres

507

Highway Oriented¹

C1, C2, CR,
P

Highway Oriented

Total Acres

64

% of Total Area

1

Community¹

C2, C4, CR,
P, PB

Community

Total Acres

58

% of Total Area

1

Regional Center²

C2, C4, P,
PB

Regional Center

Total Acres

190

% of Total Area

4

INDUSTRIAL

Commercial Manufacturing¹

CM, P

Commercial Manufacturing

Total Acres

14

TOTAL INDUSTRIAL

% of Total Area

14

Total Acres

356

Limited¹

M1, MR1, P

Limited

Total Acres

20

% of Total Area

20

% of Total Area

8

Light¹

M2, MR2, P

Light

Total Acres

323

% of Total Area

7

OPEN SPACE

.

TOTAL OPEN SPACE

Total Acres

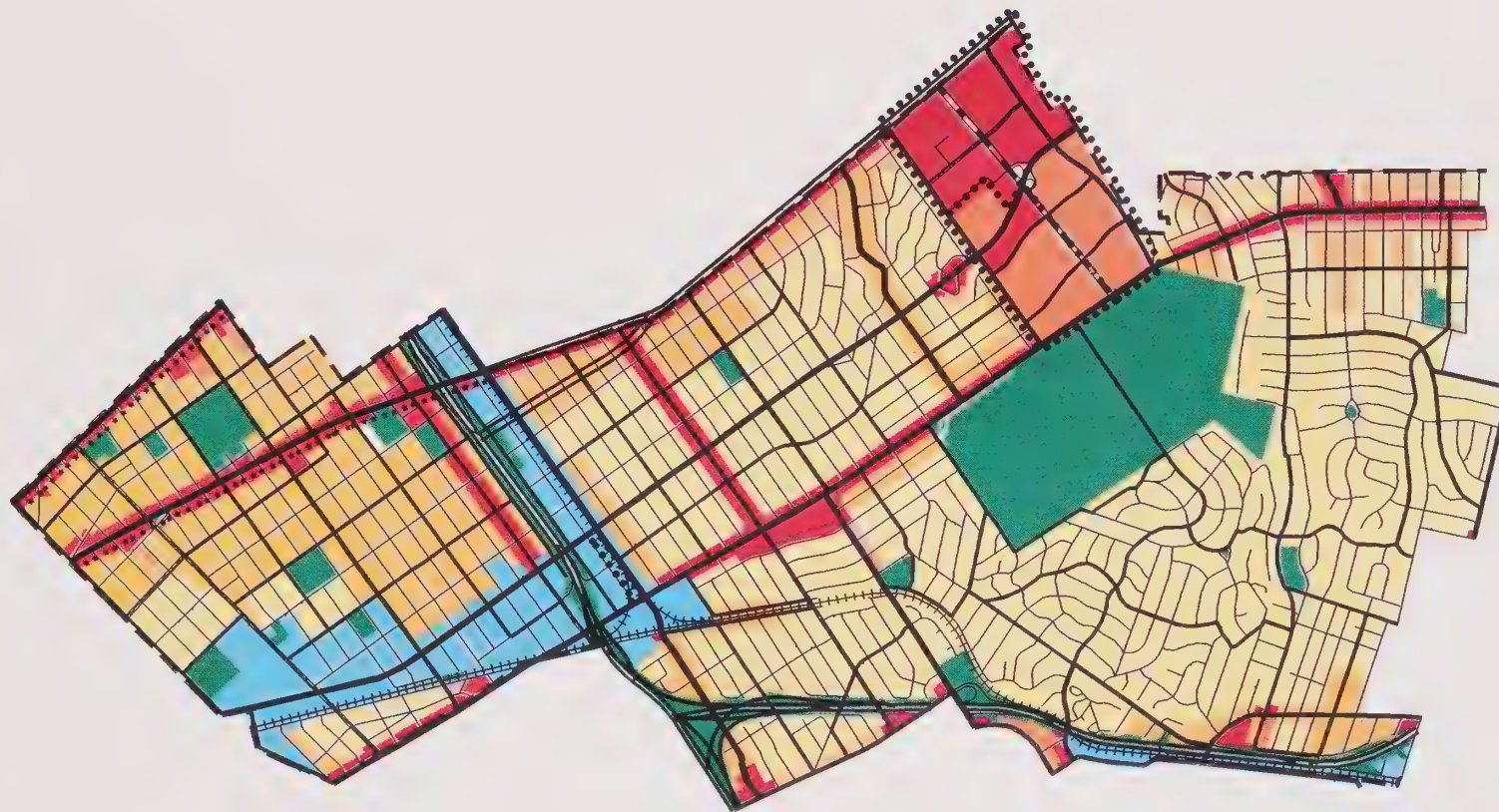
648

% of Total Area

15

TOTAL ACRES

4,553



..... See Specific Plan(s) for details

WEST LOS ANGELES GENERALIZED LAND USE



NOT TO SCALE



SPECIFIC PLAN AREA

FOR DETAILS REFER TO:

Century City South Specific Plan,
Ord No 168862

Century City North Specific Plan,
Ord No 156122

Sepulveda Corridor Specific Plan,
Ord No 168329

WEST LOS ANGELES GENERALIZED CIRCULATION



NOT TO SCALE

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1. Summary of Provisions
2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

270MISC(111595)

Part 1

CENTURY CITY NORTH SPECIFIC PLAN Ordinance No. 156,122 Effective November 24, 1981

SUMMARY OF PROVISIONS

Affected Projects

Any building, structure or addition to any building or structure excluding any construction or renovation activity which does not add to CATGP; also a change of use which increases CATGP.

Phasing

The Plan provides for two phases of development. The first phase continues until building permits and certificates of occupancy have been issued for projects generating 20,000 trips. The second phase begins when building permits have been issued for projects generating a cumulative total of 15,225,606 trips. The total number of trips permitted in the second phase shall not exceed 30,516,789 trips.

During the first phase, a building permit may be issued if the following requirements are met:

- The developer shall dedicate land and construct one or more of the street or sidewalk improvements listed in Section 3B1(b) as determined by the Department of Transportation.
 - A project in commercially zoned areas may only be constructed on lots in the crosshatched areas shown on Appendix A.
 - A project may generate no more than the number of trips listed for each lot on Appendix B.
 - A project may be constructed on lots in the non-crosshatched areas only if trips are transferred to the project site in accordance with Sections 3B2(j) & 5.
 - The maximum floor area ratio for a project is 6:1 in the Core Area and 4.5:1 in the Buffer Area. The core and buffer areas are shown on Appendix A.
 - If a change of use results in a reduction in the number of trips generated, the unused remainder trips can be applied to a future project on the lot.
 - A project shall be designed to not cast shadows for more than two hours a day on any detached single-family home located outside the Specific Plan area.
 - A project shall be designed to adequately screen ducts, tubes, equipment and other appurtenances from public view.
 - The facade of a parking building shall be designed to be compatible with the character of the building it serves and with adjacent office, commercial and residential buildings.
 - Trips allocated to lots in the crosshatched areas may be transferred from any parcel in the Specific Plan area to any other parcel in the Specific Plan area.
 - No project shall be located so as to impede the location or construction of the pedestrian corridor.
- During the second phase, a building permit may be issued if a Project Permit is issued, with the following findings made:
- The project conforms to this Specific Plan, the West Los Angeles Community Plan and all other applicable provisions of the General Plan.
 - The project shall be designed to not cast shadows for more than two hours a day on any detached single-family home located outside the Specific Plan area.
 - Provisions have been made to assure the installation of a pedestrian corridor and crossing in accordance with Section 10.
 - A project shall be designed to adequately screen ducts, tubes, equipment and other appurtenances from public view.
 - The facade of a parking building shall be designed to be compatible with the character of the building it serves and with adjacent office, commercial and residential buildings.
 - The Planning Commission has considered the traffic impacts of the project in the Plan area and on Pico, Olympic, and Santa Monica Boulevards within a mile of the Specific Plan area and mitigation measures for those impacts.
 - Adequate sewers and other public facilities will be available to serve the project.
 - Sufficient provisions have been made to assure the installation of any on-site or off-site improvements required by the City Engineer to accommodate cumulative impacts generated by the project.
 - A project may be developed only in the crosshatched areas shown on Appendix A.
 - A project may generate no more than the number of trips listed for each lot on Appendix B.
 - A project may be constructed in non-crosshatched areas if trips allocated to crosshatched areas are transferred to the project site.
 - The maximum floor area ratio for a project is 6:1 in the Core Area and 4.5:1 in the Buffer Area. The core and buffer areas are shown on Appendix A.

- ° Buildings demolished may be replaced by a project which generates no more than the trips generated by the previous use, the trips allocated by the Specific Plan, and any trips transferred to the lot.
- ° If a change of use results in a reduction in the number of trips generated, the reduced trips can be applied to a project on the lot.
- ° Trips allocated to lots in the crosshatched areas may be transferred from any parcel in the Specific Plan area to any other parcel in the Specific Plan area.

Procedures

- ° Determinations made pursuant to Sections 3B, 4F and 5B are ministerial and are not appealable.
- ° Determinations made pursuant to Sections 3C, 6, 7 and 10B9 are discretionary and are appealable to the Planning Commission and the City Council, pursuant to the appeal procedures in Section 4E.
- ° Applications for project permits shall be filed and processed in accordance with the procedure set forth in Section 4.
- ° The Department of City Planning shall maintain a record of trip allocations and changes in trip allocations from transferred trips, demolitions, changes of use, transfers of trips between parcels and allocations of trips to specific lots from a subdivision.

Transfer of Development Rights

- ° Trips and transferred trips may be transferred from any lot to another lot within the Specific Plan area.
- ° Trips utilized or transferred from the donor site may not be transferred unless a building has been demolished or its use has changed to generate fewer trips.
- ° Up to 5,000 trips may be transferred from the Century City South Specific Plan area to any property in the Century City North Specific Plan area.
- ° Where there is a dispute over the trip generation factors defined in the CATGP, alternative trip generation factors may be submitted to the Planning Commission for determination.

Shopping Center

- ° Additions to the Century City Shopping Center may be permitted if the aggregate trips generated by the expansion do not exceed 4,200, consisting of 3,516,059 retail trips and 683.941 commercial trips.
- ° No more than 683.941 trips from the shopping center may be transferred for other than retail commercial uses, at a rate of 35 trips per 1,000 sq. ft. of floor area.

- ° If any portion of the Century City Shopping Center is demolished, the first 3,516,059 trips may be used for retail commercial uses.
- ° No building shall exceed 45 feet in height from the plaza level and the portion of the shopping center zoned C2-1VL-0.
- ° The owner of the shopping center shall make 15,000 square feet of leasable floor area available for public purposes.

Parking Management

- ° Interim parking plans mitigating the effects of parking displaced by any Project shall be submitted to the Department of Transportation prior to issuance of a building permit.

Parking Structure

- ° A parking structure may be built on the parcel rezoned from M2-1 to C2-2-0 if it complies with the requirements of the M1-1-0 Zone, provides a 200-foot setback from Century Park West and is no higher than 335 feet above sea level. If the proposal to construct a parking structure is abandoned, the parcel may be used only as permitted by the C2-2-0 Zone.

Pedestrian Corridor

- ° The City Engineer shall prepare preliminary plans for a pedestrian corridor.
- ° No building or structure shall impede construction of the pedestrian corridor.
- ° Any project of 10,000 sq. ft. or more shall dedicate and construct the portion of the pedestrian corridor passing through the project area.
- ° An owner of a lot with a building or structure may construct a portion of the pedestrian corridor within the lot.
- ° The City may construct all or a portion of the pedestrian corridor.
- ° The owner of any property through which the pedestrian corridor passes may perform the necessary maintenance and repair of that portion of the corridor if a special level of maintenance is required above what the City can maintain.
- ° The pedestrian corridor shall conform to the following design standards:
 - Pedestrian walkways and crossings shall be constructed in the approximate locations designated on the Plan map.
 - Walkways shall be constructed with a hard, durable surface and shall be a minimum of 6 feet in width.

- Pedestrian crossings shall be 8 feet in width and have a vertical clearance of 17 feet over any public roadway.
 - The corridor shall be designed to conform to standards for handicapped person access.
 - The corridor shall be designed to be wholly contiguous and completely accessible to the public.
 - Mounted diagrams, maps and other graphic devices shall be located along the corridor.
 - The pedestrian corridor shall be open to the public, but there may be private access to it.
 - The use of portions of the corridor by the public shall not be revoked by the building owners without the written approval of the Director of Planning and the City Engineer.
- ° Any changes in the location of the pedestrian corridor shall be approved by the Director of Planning and the City Engineer.

270CCN1 (032095)

Part 2

CENTURY CITY NORTH SPECIFIC PLAN
Ordinance No. 156,122
Effective November 24, 1981

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270CCN2 (030195)

Part 3

CENTURY CITY NORTH SPECIFIC PLAN
Ordinance No. 156,122
Effective November 24, 1981

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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
			2nd Phase	Begins when first phase ends in commercially zoned areas. Project permitted only if CATGP does not exceed 30,516.789 and meets following requirements:	3C
Phasing of Development	Assures street capacity and public facilities.	3A		- A project permit has been granted by the Planning Commission after making findings related to Specific and General Plans, shadows, pedestrian corridor and crossings, screening of ventilation systems, traffic impacts, and sewers and utilities.	3C1
1st Phase	Ends when CATGP exceeds 20,000, including 4,200 trips (Section 7A) allocated to the shopping center.	3B		- Location within cross-hatched area of Appendix A.	3C2
	Required street dedications and improvements are specified by location and type.	3B1		- Does not generate more trips than set in Appendix B.	
	Projects in commercially zoned areas shall:	3B2		- Does not use previously utilized trips.	
	- Locate only within crosshatched areas of Appendix A.			- FAR does not exceed 4.5:1 in Buffer Area or 6:1 in Core Area.	
	- Not generate more trips than set in Appendix B.			Replacement project may not generate more trips.	3C3
	- Allow some transference of trips between sites.			Trips may be transferred when change of use reduces them on-site.	3C4
	- Have maximum FAR of 4.5:1 in Buffer Area and 6:1 in Core Area.		Procedures	Determination made pursuant to Sections 3B, 4F, 5B or 10 (except 10B9) are ministerial and not appealable.	4A
	- Allow replacement for demolitions if additional trips are not generated.			Determination made pursuant to Sections 3C, 6, 7 or 10B9 (second phase, alternative trip generation calculations or location of pedestrian corridor respectively) are discretionary and appealable.	4B,C
	- Allow transference of trips when change of use reduces trips on-site.			Application and fee for Project Permit is as for conditional use permit with City Planning Commission.	4D
	- Not cast shadows more than 2 hours from 8 a.m. to 8 p.m. on single-family homes.		Appeals	Determination is appealable to City Council.	4E
	- Screen ventilation, heating, and air conditioning systems.				
	- Design facades of parking structures compatible with other buildings.				
	- Not impede the Pedestrian Corridor.				

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Administration	The Department of City Planning shall maintain record of trips to provide an account of trips available for use on any lot within plan area.	4F1	Pedestrian Corridor	City Engineer to prepare plan for Pedestrian Corridor.	10B1
	The Department of Building and Safety shall not issue building permits until Director of Planning has certified that project conforms to Specific Plan.	4F2		A project more than 10,000 sq. ft. in area to construct portion of corridor on its property.	10B3
Transfer of Development Rights	Trips may be transferred from any lot to another lot within the Specific Plan area.	5		Pedestrian Corridor to conform to design standards where designated on the map:	10B8
	Trips not to exceed 5,000 may be transferred from any property in the Century City South Specific Plan area to any property in the Century City North Specific Plan area.	5C		- Walkways of durable material and 6 ft. wide.	
Alternative Calculations of Trip Generation	Proposed alternative trip generation factor(s), along with a traffic generation study, may be submitted for review by the Department of Transportation and determination by the City Planning Commission.	6		- Crossings 8 ft. wide with 17 ft. high vertical clearance.	
	During the first phase of development, permits for projects generating 4,200 trips may be issued, consisting of 3,516.059 trip addition to existing retail and 683.941 trips to any commercial development.		270CCN3 (032095)	- Accessible to handicapped.	
Shopping Center	All projects may not generate more than 4,200 trips. No project may contain a fast-food restaurant.	7A		- Diagrams showing corridor.	
	A maximum of 683.941 trips may be transferred for other than retail uses.	7B			
	Demolitions to be replaced by retail commercial for first 3,516.059 Trips.	7C			
	Maximum height of 45 feet in C2-1-VL-0 portion of lot.	7D			
	15,000 square feet of improved leasable floor area shall be made available for public purpose uses.	7E			
Parking Management	Interim parking plans mitigating displaced parking shall be submitted to DOT prior to issuance of building permit.	8			
Parking Structure	200-foot setback from Century Park West and no higher than 335 feet above sea level.	9			

Part 4

CENTURY CITY NORTH SPECIFIC PLAN
Ordinance No. 156,122
Effective November 24, 1981

An ordinance establishing a Specific Plan, known as the Century City North Specific Plan, for a portion of Century City Center.

WHEREAS, the Concept, Citywide Plan and the West Los Angeles Community Plan, portions of the General Plan for the City of Los Angeles, provide that Century City Center develop as one of several high-intensity centers, consistent with the preservation and protection of low-density, single-family residential areas from encroachment by other types of uses; and

WHEREAS, the property described on the map set forth in this Ordinance (Map) is required to be rezoned in order to permit development in conformity with the previously adopted West Los Angeles Community Plan (Plan); and

WHEREAS, the C2-2 zoning densities indicated on the Map in this Ordinance are consistent with the densities shown in the Plan; and

WHEREAS, the full commercial densities proposed by the Plan, as indicated on the Map, are predicated on provision of adequate public service and transportation facilities to service the Specific Plan Area; and

WHEREAS, the Plan requires phasing in order to assure orderly development and redevelopment and to provide street capacity and other public facilities adequate to the intensity to development; and

WHEREAS, the Specific Plan requires specific street improvements to be assured as a part of a first phase of development and establishes a discretionary permit process as a condition of a second phase of development; and

WHEREAS, ultimate densities as shown in the Plan and as shown on the Map may only be achieved by a Specific Plan amendment; and

WHEREAS, Century City Center is composed of diverse ownerships and interests; and

WHEREAS, it is the intent of the City Council that this Ordinance be applied and administered consistent with the goals and purposes stated above; and

WHEREAS, in order to assure that such development proceeds in compliance with the General Plan and the above goals, it is necessary to adopt the following Specific Plan.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF SPECIFIC PLAN.

- A. The City Council hereby establishes this Century City North Specific Plan applicable to that area of the City of Los Angeles shown on the Map (Figure 1) within the heavy lines thereon.
- B. This Specific Plan is intended to provide regulatory controls and incentives for the systematic execution of that portion of the Plan which includes said area and to provide for public needs, convenience and general welfare as the development of such area necessitates. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code and do not convey any rights not otherwise granted under the provisions and procedures contained in said Chapter, except as specifically provided for therein.

Section 2. DEFINITIONS.

The following terms used in this Ordinance, with the first letter of each word thereof capitalized, as defined below. Whenever any term is used in this Ordinance, it shall have the meaning specified in Section 12.03 of the Los Angeles Code, except as specifically defined herein.

Block: An area of land, whether under one or several ownerships, shown on the Map (Figure 1) and bounded either by streets or by streets and the boundary of the Specific Plan Area.

Cumulative Automobile Trip Generation Potential (CATGP): The cumulative total daily Trips generated by all Projects on commercially zoned lots within the Specific Plan Area for which building permits are issued subsequent to November 15, 1981, which total shall be calculated utilizing the factors contained in the following table:

OFFICE COMMERCIAL

Medical	75 Trips/1,000 sq. ft. of Floor Area
Drive-Through Bank Facility	192 Trips/1,000 sq. ft. of Floor Area
Other Office Commercial	14 Trips/1,000 sq. ft. of Floor Area

(The Trip generation factor for other Office Commercial includes the Trip generation potential of office uses, and incidental Retail Commercial uses in the same building not to exceed 3 percent of the Floor Area of such building.)

RETAIL COMMERCIAL

Retail Commercial and incidental office space uses on the lot referred to in Section 7	28 Trips/1,000 sq. ft. of Floor Area
Sit-Down Restaurant in Hotel	18 Trips/1,000 sq. ft. of Floor Area
Other Sit-Down Restaurant	45 Trips/1,000 sq. ft. of Floor Area
Fast Food Restaurant	553 Trips/1,000 sq. ft. of Floor Area

(A fast-food restaurant is a restaurant located immediately adjacent to and on the same level as an automobile parking area and where patrons are not served food or beverages at tables by employees of the establishment.)

Other Retail Commercial	35 Trips/1,000 sq. ft. of Floor Area
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HOTEL

10 Trips/Guest Room

(The Trip generation factor for Hotels includes the Trip generation potential of Guest Rooms, ancillary hotel facilities (such as laundry, storage, accounting, lobby, front desk, cashier, administrative, corridor, mechanical, kitchen, rest room and similar areas), and 75 square feet of restaurants, meeting rooms and retail commercial facilities per Guest Room, not exceed a total of 26,250 square feet in any one Hotel. In the event of any change in use or demolition of a Hotel or any portion thereof, Trips shall only arise from such demolition or change in use based on the number of Guest Rooms demolished or changed in use and/or any demolition or change in use of any Floor Area used for restaurants, meeting rooms or commercial facilities in excess of the less of 75 square feet per Guest Room or 26,250 square feet. If a Hotel contains more than 75 square feet of Floor Area per Guest Room of restaurants, meeting rooms, and Retail Commercial facilities, the non-Trip generating 75 square feet per Guest Room shall first be applied to Floor Area utilized for meeting rooms. To the extent Floor Area utilized for restaurants and other Retail Commercial facilities exceeds 75 square feet per Guest Room, Trips generated by such additional Floor Area utilized for restaurants, or other Retail Commercial facilities shall be calculated at the appropriate Retail Commercial category. In no event may more than a total of 26,250 square feet of Floor Area, 75 square feet of Floor Area per Guest Room, be utilized for meeting rooms in any one Hotel.)

RESIDENTIAL

7.55 Trips/Dwelling Unit

(Notwithstanding any provision of this Ordinance to the contrary, when calculating the CATGP for Projects within the Specific Plan Area, the Floor Area contained within (1) a United States Post Office, public library or other public use approved by the City Planning Commission; (2) additions or alterations to existing buildings or other Projects, where the cumulative Trips of all such additions, alterations or other Projects on a single lot do not exceed 35; and (3) Floor Area constructed utilizing Transferred Trips shall not be included.)

Floor Area: The total square footage of the floor area of a building as described in Section 12.21.1 A 5 and 12.21.1 B 4 of the Los Angeles Municipal Code, except for floor area of a balcony, porch or walkway having either no exterior walls or exterior walls which are at least 50% open and unobstructed and which have been covenanted to remain so unenclosed and unobstructed by the recordation of a covenant in a form designed to run with the land.

Floor Area Ratio: The Floor Area of a building as compared to the buildable area of the lot as such Floor Area would be computed if a one-story building were to be constructed thereon.

Guest Room: One or more habitable rooms in a Hotel, designed as a unit, with entrances and exits common to all such rooms in the unit.

Improvement/Dedication Percentage: The percentage which the estimated 1981 cost of a street or sidewalk dedication or traffic improvement referred to in Section 3B1(b) of this Ordinance bears to the total estimated 1981 cost of all the listed dedications and improvements.

Map: The map contained in this Ordinance (Figure 1).

Office Commercial: Includes all commercial activities not included in Retail Commercial.

Pedestrian Corridor: A public pedestrian way, consisting of Pedestrian Walkways and Pedestrian Crossings, as shown on the Map.

Pedestrian Crossing: A grade-separated public pedestrian way over or under a public street.

Pedestrian Walkway: A public pedestrian way within a Block.

Plan: The West Los Angeles Community Plan, a part of the General Plan of the City of Los Angeles.

Private Access to Corridor: One or more pedestrian access points to the Pedestrian Corridor from adjacent lots.

Project: Any building, structure or addition to any building or structure to be constructed on a lot within the Specific Plan Area, excluding any construction or renovation activity which does not add to CATGP. Project also means a change of use which increases CATGP.

Project Permit: A permit issued pursuant to Section 3C of this Ordinance.

Project Site: That area upon which improvements related to a Project are made.

Retail Commercial: Those activities where goods are displayed, sold or serviced.

Specific Plan Area: That area shown within the heavy lines on the Map (Figure 1).

Transferred Trip: A Trip transferred to property within the Specific Plan Area from the area governed by the Century City South Specific Plan.

Trip: Constitutes a unit of real property development rights pursuant to this Specific Plan and means a calculation of daily arrivals at and daily departures from a building or structure by motor vehicles of four or more wheels. The number of Trips generated by any Project or existing building or structure shall be calculated utilizing the table set forth in the definition of Cumulative Automobile Trip Generation Potential.

Trip Percentage: The percentage which the number Trips to be generated by a Project bears to 20,000 Trips.

Section 3. PHASING OF DEVELOPMENT.

A. **Purpose:** The purpose of this Section is to assure orderly development and to provide street capacity and other public facilities adequate for the intensity and design of development by establishing phases for construction within the Specific Plan Area. The first phase of development shall continue until building permits and certificates of occupancy have been issued for Projects which generate all of the CATGP allocated to such first phase. The second phase of development shall begin when building permits have been issued for Projects generating 15,225.606 Trips, exclusive of Trips assigned by this Ordinance to Parcel A of Parcel Map Los Angeles No. 3784 and Parcel B of Parcel Map Los Angeles No. 1483; and when all public improvements set forth in Section 3B1(b) of this Ordinance are completed, unless such completion is delayed by conditions beyond the control of the developer and the City of Los Angeles as determined by the City Planning Commission. In the event a Project is proposed whereby the CATGP, including Trips generated by such Project, exceeds said 15,225.606 Trips, the developer of such Project shall comply with Sections 3B1 and 10 of this Ordinance, such Project shall require a Project Permit, and such Project may utilize the Trips allocated to such Project for both phases of development. Nothing contained in this Ordinance shall prevent the issuance of a building permit for a Project in the residentially zoned areas of the Specific Plan Area, so long as such Project complies with the provisions of Sections 3B2(g), 3B2(h), and 3B2(i) of this Ordinance and conforms to the zoning of and any other regulations applicable to the lot on which it is located.

B. **First Phase of Development:** During the first phase of development, a building permit shall be issued for a Project in the commercially zoned areas only if the CATGP, including the Trips generated by such Project, does not exceed 20,000 and if the following requirements are met:

1. The developer of such a Project shall dedicate, for public street or sidewalk purposes, the property, and shall install or adequately assure the installation of the street improvements, identified in Paragraph (b) below in the manner specified in Paragraph (a).
 - a. At the time the developer of such a Project applies for a building permit, the Department of Transportation shall calculate the percentage which the number of Trips to be generated by such Project bears to 20,000 Trips (Trip Percentage). The Department of Transportation shall thereupon assign to such Project one or more of the dedications and/or one or more the improvements identified in Paragraph (b), in the manner specified in Subparagraph (1) below. It shall be the responsibility of the developer to dedicate the property assigned and to install or to assure the installation of such assigned improvements in accordance with the procedures set forth in Subparagraphs (2) through (4) below:
 - 1) The Department of Transportation shall assign dedications and improvements to such Projects as follows:
 - a) If the Trip Percentage of a project equals the Improvement/Dedication Percentage of a dedication or improvement or the sum of the Improvement/Dedication Percentages of more than one dedication or improvement, which dedication or dedications and/or improvement or improvements have not been assigned, then such shall be assigned to the Project.
 - b) If the Trip Percentage of a project does not equal an Improvement/Dedication Percentage or sum of Improvement/Dedication Percentages as set forth in Subparagraph (a) above, then one or more dedications and/or improvements shall be assigned to the project and/or a percentage of the cost of another dedication or improvement not assigned shall be allocated to the project, the sum of the Improvement/Dedication Percentages of which equals the Trip Percentage of the project. When the percentages of a particular improvement as allocated total 100%, such improvement shall be assigned to the last project allocated a percentage of it and the amounts deposited into escrow, as provided below, relating to such

improvement, may be used by the developer of such project to pay for the percentages of such improvement not allocated to such developer's project.

- 2) Prior to the issuance of a building permit for such a Project, the Bureau of Engineering shall estimate the cost of completing the improvement or improvements assigned to such Project and the cost of the percentage of any improvement allocated to the Project and shall inform the developer and the Department of Transportation of such amount, and the developer shall thereupon either obtain a Class "B" Permit in accordance with the provisions of Los Angeles Municipal Code Section 62.111 and/or enter into an escrow agreement in the form set forth in Exhibit O-1 contained in Council File No. 81-1250. The developer shall, if an escrow agreement is so executed, deposit into an escrow account created by such agreement the amount of such cost estimate. The funds so deposited shall remain in such account and shall be disbursed therefrom in accordance with the terms of such agreement. The Mayor is hereby authorized to enter into any such escrow agreement on behalf of the City of Los Angeles.
- 3) The developer of such a Project shall be responsible for the construction of the improvement or improvements assigned to such Project in accordance with the requirements of Los Angeles Municipal Code Section 62.111.
- 4) Notwithstanding anything to the contrary in the Los Angeles Municipal Code Sections 91.0315(c) and (e), neither a certificate of occupancy nor a temporary certificate of occupancy for any portion of such a Project may be issued unless the City Engineer certifies in writing that all dedications have been made and all permits, bonds and insurance required by Los Angeles Municipal Code Section 62.111 have been obtained for all improvements assigned to such Project and that construction of such improvements or improvements has been completed or has progressed to the satisfaction of the City Engineer, or any delays in commencement of such construction have been caused by events beyond the developer's control.
- 5) Any owner of property within the commercially zoned portions of the Specific Plan Area may determine to dedicate any or all of the properties and/or assure and construct all or a portion of the street improvements described in Paragraph (b) below at any time prior to applying for a building permit for a

Project. In such case, the owner or owners shall specify to the Department of Transportation the Improvement/Dedication Percentage the owner proposes to dedicate and/or to assure and construct, and the procedures set forth in this Paragraph shall be carried out at that time. The owner, or the owner's successors and assigns, shall receive credit for the dedications so made and the improvements so assured and constructed in connection with Projects later constructed by the owner, or the owner's successors and assigns; however, the owner, and the owner's successors and assigns, shall be entitled to no reimbursement for any portion of any dedications made or improvements constructed in excess of the owner's, or the owner's successors and assigns, ultimate Trip Percentage, if any.

- b. The following are the dedication properties and locations of the street improvements required to be dedicated and to be constructed and assured pursuant to this Subdivision. A more detailed description of each such improvement is contained in Council File No. 80-1250, collectively identified as Exhibit O-2. To the left of each listed improvement is a number corresponding to the percentage which the estimated 1981 cost of such improvement bears to the total estimated cost of all the listed dedications and improvements (Improvement/Dedication Percentage). The Department of Transportation may modify each such improvement, but only to the extent that such modification is necessary to assure proper integration of the subject improvement into existing on-site conditions and such modifications may not enlarge upon or expand any such improvement.
 - 1) 7.24% Pico Boulevard between Manning Avenue and Malcolm Avenue: Widen to provide an 80-foot roadway. Relocate and modernize traffic signal equipment. (The City of Los Angeles will acquire a right-of-way for this improvement prior to assigning the improvement. Said right-of-way shall consist of approximately 25 square feet as more fully set forth in the detailed description of this improvement on Exhibit O-2 referred to above.)
 - 2) 3.19% Pico Boulevard between Avenue of the Stars and east of Century Park East: Widen to provide an 80-foot roadway. (Traffic signal work is included in Nos. (22) and (23).)
 - 3) 3.51% Constellation Boulevard between Century Park West and east of Avenue of the Stars: Widen to provide a 70-foot roadway. (Traffic signal work is included in No. (24).)

- 4) 1.20% Century Park West (east side) between Constellation Boulevard and approximately 640 feet south of Constellation Boulevard: Widen to provide a 70-foot roadway. (Traffic signal work is included in No. (25).)
- 5) 0.35% Century Park West (west side) approximately 680 feet south of Constellation Boulevard: Widen to provide a 69- to 70-foot roadway. (No traffic signal work is required).)
- 6) 0.52% Century Park West at Olympic Boulevard: Widen to provide a 74-foot roadway. (Traffic signal work is included in No. (26).)
- 7) 0.37% Avenue of the Stars at Santa Monica Boulevard (south roadway): Modify median island to provide an additional 8 feet on the northbound approach roadway. (Traffic signal work is included in No. (27).)
- 8) 0.88% Avenue of the Stars approximately 500 feet south of Santa Monica Boulevard (south roadway): Modify the median island to lengthen the northbound left-turn pocket for the driveway to 1801 Avenue of the Stars and construct a southbound left-turn pocket for the driveway to 1900 Avenue of the Stars. (No traffic signal work is required.)
- 9) 1.49% Avenue of the Stars at Constellation Boulevard: Modify the median island to provide an additional 10 feet of roadway on both the southbound and the northbound approaches. (Traffic signal work is included in No. (24).)
- 10) 0.64% Avenue of the Stars at Pico Boulevard: Modify the median island to provide an additional 8 feet of roadway on the southbound approach. (Traffic signal work is included in No. (22).)
- 11) 13.04% Santa Monica Boulevard (north roadway) between east of Century Park East and west of Club View Drive: Widen to provide a 70- to 72.5-foot roadway. Relocate and modernize traffic signal equipment.
- 12) 7.24% Santa Monica Boulevard (north Roadway) at Beverly Glen Boulevard: Widen to provide a 69-foot roadway. Relocate traffic signal equipment.
- 13) 2.77% Santa Monica Boulevard (north roadway) at Overland Avenue: Widen to provide a 70-foot roadway. Relocate traffic signal equipment.
- 14) 3.86% Santa Monica Boulevard (north roadway) at Westwood Boulevard: Widen to provide a 70-foot roadway. Relocate traffic signal equipment.
- 15) 0.45% Santa Monica Boulevard (south roadway) between Fox Hills Drive and east of Century Park East: Remove median island. (Traffic signal work is included in No. (27).)
- 16) 3.11% Santa Monica Boulevard (south roadway) and Overland Avenue: Widen Santa Monica Boulevard to provide a 40-foot roadway. Widen the south leg of Overland Avenue to provide a 40-foot roadway. Relocate traffic signal equipment.
- 17) 1.94% Santa Monica Boulevard (south roadway) at Westwood Boulevard: Widen to provide a 40- to 42-foot roadway. Relocate traffic signal equipment.
- 18) 0.90% Century Park East at Pico Boulevard: Widen to provide a 68-foot roadway. (Traffic signal work is included in No. (23).)
- 19) 3.37% Right-of-Way for No. (3): Approximately 1,640 square feet, 70 square feet and 400 square feet of right-of-way as indicated on the more detailed description of Improvement No. 3 in Exhibit 0-2 in Council File No. 80-1250. This item is to be assigned to the owner of the right-of-way.
- 20) 3.75% Right-of-Way for No. (4): approximately 2,350 square feet of right-of-way as indicated on the more detailed description of Improvement No. 4 in Exhibit 0-2 in Council File No. 80-1250. This item is to be assigned to the owner of the right-of-way.
- 21) 15.97% Right-of-Way for Transit Stop: Ten thousand square feet of right-of-way within 400 feet of the center line of Constellation Boulevard. This item is to be assigned to the owner of the right-of-way. (See No. (28) for description of Transit Stop.)
- 22) 2.40% Pico Boulevard and Avenue of the Stars: Relocate and modernize traffic signal equipment, including interconnect.
- 23) 1.44% Pico Boulevard and Century Park East: Relocate and modernize traffic signal equipment.
- 24) 1.44% Constellation Boulevard and Avenue of the Stars: Relocate and modernize traffic signal equipment.

- 25) 0.22% Constellation Boulevard and Century Park West: Relocate traffic signal equipment.
 - 26) 1.44% Century Park West and Olympic Boulevard: Relocate and modernize traffic signal equipment.
 - 27) 1.28% Santa Monica Boulevard (south roadway) between Fox Hills Drive and east of Century Park East: Relocate traffic signal equipment.
 - 28) 6.39% Transit Stop: A transit stop to be constructed within 400 feet of the center line of Constellation Boulevard on a lot at least 10,000 square feet in size and suitable for such transit stop use, to be operated or available for use by a municipal transit authority or agency and to be situated to promote ease in the embarkment and disembarkment of passengers. (See No. (21) for the right-of-way.)
 - 29) 2.5% Century Park East at Olympic Boulevard: Widen to provide an additional 10 feet of roadway on the southbound approach. Relocate and modernize traffic signal equipment. (See No. (30) for the right-of-way.)
 - 30) 7.01% Right-of-Way for No. (29): Approximately 4,390 square feet as indicated on the more detailed description of Improvement No. (29) in Exhibit O-2 in Council File No. 80-1250.
2. During the first phase of development, Projects in commercially zoned areas shall conform to the applicable provisions below:
- a. Projects may be constructed only on lots within the crosshatched areas shown on Appendix A, attached hereto, except as provided in Sections 3B2(c), 3B2(e), 3B2(f), 3B2(j), 5 and 7 of this Ordinance, and only to the extent that the Trips allocated to such a lot have not already been utilized or transferred.
 - b. Projects within the crosshatched areas shown on Appendix A may generate no more than the number of Trips set forth on Appendix B for each lot identified thereon; provided, however, that additional Trips may be transferred to a Project Site in accordance with Sections 3B2(j) and 5 of this Ordinance, in which case the Trips generated by such Project may be increased by the number of Trips so transferred.
 - c. Projects may be constructed on lots within the non-crosshatched areas shown on Appendix A only to the extent that Trips transferred to the Project Site in accordance with Sections 3B2(j) and 5 of this Ordinance, and Trips resulting from changes of use or demolition of existing buildings, have not already been utilized on such Project Site.
 - d. A Project within the Buffer Area shown on Appendix A may have a Floor Area Ratio of not more than four and one-half to one. A Project within the Core Area shown on Appendix A may have a Floor Area Ratio of not more than six to one.
 - e. If, on a lot anywhere within the Specific Plan Area, a building, or portion thereof, is demolished, such may be replaced with a Project on the same lot. Such Project may generate no more than the Trips generated by the previous use, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.
 - f. If, on a lot anywhere within the Specific Plan Area, the use of a building, or portion thereof, is changed and the Trips generated by the building are thereby reduced, that number of Trips may be used for a Project on the same lot. Such Project may generate no more than that number of Trips, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.
 - g. A Project shall be designed in a way to reasonably assure that it will not cast a shadow for more than two hours, between 8 a.m. and 8 p.m., upon any detached single-family dwelling located outside the Specific Plan Area.
 - h. A Project shall be designed in a manner which adequately screens ventilation, heating and air conditioning ducts, tubes, equipment and other related appurtenances from the view of pedestrians, motorists and the occupants of adjacent buildings.
 - i. The facade of any parking building shall be designed to be compatible in architectural character with its principal building and with adjacent existing office, commercial or residential buildings.
 - j. Trips allocated by Section 3B2(b) of this Ordinance to lots within the crosshatched areas shown on Appendix A, or arising from demolition of any building, or portion thereof, or from a change of use of a building, or portion thereof, decreasing the Trips generated by such building, may be transferred from any parcel within the Specific Plan Area to any other parcel within the Specific Plan Area. Such transfer of development rights shall be made in accordance with Section 5 below.
 - k. No Project shall be located so as to impede the location or construction of the Pedestrian Corridor.

C. Second Phase of Development: During the second phase of development, a Project in the commercially zoned areas shall be permitted only if the CATGP, including the Trips generated by such Project, does not exceed 30,516.789 Trips, and if the following requirements are met:

1. A Project Permit, including such conditions as are deemed necessary by the City Planning Commission, has been granted for such Project pursuant to the procedures set forth in Section 4 of this Ordinance. The City Planning Commission shall make the following written findings prior approving any such Permit:

- a) Such Project conforms to all of the provisions of this Specific Plan, the West Los Angeles Community Plan and all other applicable provisions of the General Plan.
- b) Such Project has been designed in a way to reasonably assure that it will not cast a shadow for more than two hours, between 8 a.m. and 8 p.m., upon any detached single-family dwelling located outside the Specific Plan Area.
- c) Sufficient provisions have been made, if necessary, to assure the installation of a continuous Pedestrian Corridor in accordance with the provisions of Section 10 of this Ordinance and as shown on the Map.
- d) Sufficient provisions have been made, if necessary, to assure the installation of Pedestrian Crossings in accordance with the provisions of Section 10 of this Ordinance and as shown on the Map.
- e) The Project has been designed in a manner which adequately screens ventilation, heating and air conditioning ducts, tubes, equipment and other related appurtenances from the view of pedestrians, motorists and occupants of adjacent buildings.
- f) The facade of any parking building has been designed to be compatible in architectural character with its principal building and with adjacent existing office, commercial or residential buildings.
- g) Consideration has been given by the City Planning Commission to impacts generated by the Project on the vehicular circulation system within the Specific Plan Area and on the sections of Pico, Olympic and Santa Monica Boulevards between one mile easterly and one mile westerly of the boundaries of the Specific Plan Area, including specifically the impacts at those intersections serving the Specific Plan Area at Pico, Olympic and Santa Monica Boulevards, and that mitigation measures, if any, were given due consideration. Such consideration of impacts and mitigation measures shall include, but not be limited to,

forecasts of potential traffic from: (1) all Projects within the Specific Plan Area and the area governed by the Century City South Specific Plan for which building permits have been issued, but which have not yet been constructed and (2) all allowable future development permitted under the densities and uses set forth for said areas. These forecasts shall be based on the Trip generation factors contained in the definition of CATGP. Said consideration of impacts and mitigation measures shall be made in writing or reduced to writing and shall be a part of the Project Permit file.

- h) Adequate sewers and similar public utilities, facilities and services, other than those considered pursuant to Section 3C1(g) of this Ordinance, exist or will exist to service the intensity and design of the proposed Project and other development in the Specific Plan Area.
 - i) Sufficient provisions have been made to assure the installation of any on-site or off-site improvements deemed necessary by the City Engineer to accommodate any cumulative impacts generated by the Project on existing sewers or other similar public utilities, facilities and services, other than those considered pursuant to Section 3C1(g) of this Ordinance.
2. During the second phase of development, Projects in commercially zoned areas shall conform to the applicable provisions below:
- a) Projects may be developed only on lots within the crosshatched areas shown on Appendix A, except as provided in Sections 3C2(c), 3C3, 3C4, 3C5, 5 and 7 of this Ordinance, and only to the extent that the Trips allocated to such a lot have not already been utilized or transferred.
 - b) Projects within the crosshatched areas shown on Appendix A may generate no more than the number of Trips set forth on Appendix B for each lot identified thereon; provided, however, that additional Trips may be transferred to a Project Site in accordance with Sections 3C5 and 5 of this Ordinance, in which case the Trips generated by such Project may be increased by the number of Trips so transferred.
 - c) A Project may be constructed on a lot within the non-crosshatched areas shown on Appendix A only to the extent that Trips transferred to the Project Site in accordance with Sections 3C5 and 5 of this Ordinance, and Trips resulting from changes of use or demolition of existing buildings, have not already been utilized on such Project Site.
 - d) A Project within the Buffer Area may have a Floor Area Ratio of not more than four and one-half to one. A Project within the Core Area may have a Floor Area Ratio of not more than six to one.

3. If, on a lot anywhere in the Specific Plan Area, a building, or portion thereof, is demolished, such may be replaced with a Project on the same lot. Such Project may generate no more than the Trips generated by the previous use, the Trips, if any, allocated to the lot by this Ordinance, and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.
4. If on a lot anywhere within the Specific Plan Area, the use of a building, or portion thereof, is changed, and the Trips generated by the building are thereby reduced, that number of Trips may be used for a Project on the same lot. Such Project may generate no more than that number of Trips, the Trips, if any, allocated to the lot by this Ordinance and any Trips transferred to the lot. The replacement Trips shall not be included in the CATGP.
5. Trips allocated hereunder by Section 3C3(b) of this Ordinance to lots within the crosshatched areas shown on Appendix A, or arising from the demolition of any building, or portion thereof, or from a change of use of a building, or portion thereof, decreasing the Trips generated by such building, may be transferred from any parcel in the Specific Plan Area, to any other parcel in the Specific Plan Area. Such transfer of development rights shall be made in accordance with Section 5 of this Ordinance.

Section 4. PROCEDURES.

- A. Determinations made pursuant to Sections 3B, 4F, 5B and 10 (except as set forth in Subsection B of this Section) of this Ordinance are hereby deemed to be ministerial. Such determinations shall not be appealable.
- B. Determinations made pursuant to Sections 3C, 6, 7 and 10B9 of this Ordinance are hereby deemed to be discretionary.
- C. Discretionary determinations made pursuant to this Ordinance shall be appealable to the City Planning Commission, and the determinations of the Commission shall be appealable to the City Council, pursuant to the appeal procedures set forth below. An appeal may be filed, within 15 days after the date the determination is mailed, by an applicant or any other interested person. An interested person shall include, but not be limited to, any person entitled to notice pursuant to Section 4E2 of this Ordinance.
- D. Applications for Project Permits pursuant to Section 3C of this Ordinance shall be filed and processed in accordance with the procedures set forth in Subsection 4E of this Section. The Commission shall act on such applications within 75 days. The application fee for such Project Permit shall be the same as that for a conditional use permit, as set forth in Section 19.01 C of the Los Angeles Municipal Code.

E. Appeals

1. Appeals from discretionary determinations made pursuant to this Ordinance shall be filed in the Office of the City Planning Commission on forms provided for that purpose and shall be accompanied by such information as may be prescribed by the Commission.
2. Upon the filing of an appeal, the Commission shall set the matter for a public hearing, and a hearing examiner may be designated to conduct the hearing. Notice of the time, place and purpose of the hearing shall be given to the applicant, the appellant, the Councilmember of the District, each property owner association and each federation of such associations, representing the owners of property located within 300 feet of the Specific Plan Area and requesting the Commission to give them such notice, to the owner or owners of all property located within 300 feet of the exterior boundaries of the property involved, and to the City Clerk of any municipality adjoining the Specific Plan Area, by mailing to each such person a written notice thereof not less than 14 days prior to the date of the hearing. Such notice shall be given to those persons identified as the owners of the properties involved in the records of the City Clerk or, in the case of properties outside of the City, the records of the County Assessor. Where all property within the 300-foot radius is under the same ownership as the property involved in the application, the required notice shall also be given to the owners of all property which adjoins said ownership or is separated only by a street, alley, public right-of-way or other easement. Additionally, the same notice shall be made by at least one publication in a newspaper of general circulation in the City.
3. The Commission shall make its determination within 75 days from the date of the filing of an appeal and shall forthwith mail a copy of said determination to the applicant, the appellant and any other person requesting such. This time limit may be extended by mutual consent of the applicant and the Commission for an additional period of not more than 21 days.
4. The determination of the Commission shall become final after an elapsed period of 15 days from the date the determinations is mailed, unless an appeal therefrom is filed with the City Council within such period. Any appeal not filed within the 15-day period shall not be considered by the City Council. The filing of an appeal stays proceedings in the matter until determination by the City Council.
5. Appeals from determinations of the Commission shall follow the procedures set forth in Subdivisions 1 through 4 of this Subsection.
6. In the event any discretionary determination is not made within the period specified therefore, the matter shall be transferred to the City Council for its action thereon, as if an appeal had been filed.

F. Administration

1. The Department of City Planning shall maintain a record of the Trip allocations made pursuant to this Specific Plan, Trips or Transferred Trips utilized for Projects subsequent to the effective date of the Specific Plan, Trips arising from demolition of any building or portion thereof, Trips arising from change of use of a building or portion thereof (changing the Trips generated by such building), any transfers of Trips between parcels within the Specific Plan Area, any transfers of Transferred Trips from the area governed by the Century City South Specific Plan to a parcel within the Specific Plan Area, any transfers of Transferred Trips between parcels within the Specific Plan Area, any allocation of Trips to specific lots resulting from a subdivision, and such other records as may be necessary or desirable to provide an accurate and up-to-date account of the Trips and Transferred Trips available for use on any lot within the Specific Plan Area. Such records shall be available for public inspection. The Department of City Planning shall upon request of any property owner within the Specific Plan Area provide a certification of the number of Trips currently available to such property owner's lot. Any change in the number of Trips or Transferred Trips available to any lot or lots shall be evidenced in recorded document in a form designed to run with the land and signed by the owner(s) of the lot or lots involved.
2. The Department of Building and Safety shall not issue building permits for any Project until the Director of Planning, or his or her designee, has certified in writing that the construction plan conforms to this Specific Plan.

Section 5. TRANSFER OF DEVELOPMENT RIGHTS.

Trips and Transferred Trips may be transferred from any lot within the Specific Plan Area to any other lot within the Specific Plan Area, subject to the following restrictions and the other applicable provisions of this Specific Plan.

- A. No Trip may be transferred if it has previously been utilized on or transferred from the transferor site; provided, however, if a building, or portion thereof, is demolished, or if the use of a building, or portion thereof, is changed, thereby reducing the Trips generated by the building, all or part of the Trips attributable to such demolition or change of use may be transferred to one or more Project Sites. Trips and Transferred Trips which have been transferred, but not utilized on the transferee site, may be transferred to any other lot within the Specific Plan Area.
- B. No such transfer may be made unless the Director of Planning certifies in writing that said transfer conforms to the requirements of this Section and Sections 2, 3B2, 3C2, 3C3, 3C4, 3C5, 6 and 7 of this Ordinance.

- C. Trips transferred from Century City South Specific Plan Area: Transferred Trips, not to exceed 5,000, may be transferred from the area governed by the Century City South Specific Plan to any property within the Specific Plan Area. Such Transferred Trips may be utilized for any Project. Such Transferred Trips may be utilized either for a Project only utilizing such Transferred Trips or may be utilized for a Project utilizing a combination of such Transferred Trips and Trips arising pursuant to the phasing requirements, dedication and improvement provisions, or Project Permit procedures of this Ordinance. Transferred Trips may be transferred from any parcel in the Specific Plan Area to any other parcel in the Specific Plan Area, provided that any such transfer shall be made in accordance with this Section.
- D. Any transfer of Trips or Transferred Trips, conforming to the provisions of this Ordinance, shall be evidenced by a recorded document, signed by the transferor in a form designed to run with the land and satisfactory to the City Attorney, which document restricts the Trips or Transferred Trips allocated to the Transferor site to the extent that said Trips or Transferred Trips have been transferred to another site.

Section 6. ALTERNATIVE CALCULATIONS OF TRIP GENERATION FACTORS.

If the developer of a Project, the Director of Planning or any other interested person disputes any of the Trip generation factors enumerated in the definition of CATGP in Section 2 of this Ordinance, as applied to a particular Project during the second phase of development, such person may submit a proposed alternative Trip generation factor for the Project, along with a traffic generation study prepared by a registered traffic engineer, for review by the City of Los Angeles Department of Transportation (Department of Transportation). The Department of Transportation shall review the study, report its findings to the City Planning Commission within 30 days. The City Planning Commission shall schedule a public hearing thereon, give notice thereof as prescribed in Section 4E2 of this Ordinance, and within 45 days after such hearing approve, disapprove or conditionally approve the proposed alternative Trip generation factor as the Trip generation factor for the Project. The Commission shall notify the developer, the Director of Planning and the person submitting the alternative factor of its determination by letter, with copies thereof to the record owners of all property located within 300 feet of the exterior boundaries of the property involved, each property owner association, and each federation of such associations, representing the owners of property located within 300 feet of the Specific Plan Area and requesting the Commission to give then such notice, the Department of Transportation, the Department of Building and Safety, the Councilmember of the District and the City Clerk of any municipality adjoining the Specific Plan Area.

Section 7. SHOPPING CENTER.

- A. Notwithstanding any provision of Sections 3B2(c) and 3C2(c) of this Ordinance to the contrary, one or more Projects on the site of the Century Square Shopping Center (Parcel A of Parcel Map Los Angeles No. 3784) may be permitted during the first phase of development, provided that the aggregate Trips generated by all such Projects do not exceed 4,200. Such Trips shall be included in the CATGP. Any such Project or Projects shall consist of a 3,516.059 Trip addition of Retail Commercial uses only to the existing shopping center and 683.941 Trips of any commercial development.

However, no Project may contain a fast food restaurant. Said Retail Commercial Project or Projects may include office space utilized by the owner of the lot and the Retail Commercial tenants, which space is incidental to the retail uses.

- B. If any of such 4,200 Trips are transferred to any other lot within the Specific Plan Area, the document evidencing the transfer shall indicate whether or not the Trips need to be used for Retail Commercial purposes. No more than 683.941 Trips may be so transferred for other than Retail Commercial uses, except as provided in the following Subsection. Retail Commercial Trips so transferred shall be utilized at 35 Trips per 1,000 square feet of Floor Area.
- C. If any building, or portion thereof, located on said Parcel A is demolished, the first 3,516.059 Trips resulting therefrom may be used thereafter only for Retail Commercial uses, unless the City Council by resolution finds that the Trips resulting from such demolition are no longer needed to supply Retail Commercial space within the Specific Plan Area, in which case such Trips shall not be so restricted. The provisions of Los Angeles Municipal Code Section 11.5.7 D do not apply to any such determination.
- D. No building or structure located within the C2-1-VL-0 portion of said lot shall exceed a height of 45 feet from the floor elevation of the plaza level of the existing Century Square Shopping Center.
- E. The owner of Parcel A of Parcel Map Los Angeles No. 3784 shall make available 15,000 square feet of improved leasable Floor Area for public purpose uses, which uses may include without limitation a United States Post Office and public library, and which uses shall be subject to approval by the City Planning Commission.
1. A fair and reasonable rental may be charged for said space, which rental shall not be lower than the lesser of (a) the then current market rental for similar space within the Century Square Shopping Center, or (b) the owner's actual construction cost (including interest on any financing for said construction) of space actually constructed for such purposes, if any, amortized over a period of twenty years.

2. If, within twenty-four months after the effective date of this Ordinance, one or more leases have not been executed for such 15,000 square feet of such improved leasable Floor Area, then the owner shall convey to the City of Los Angeles, free of charge, Floor Area within a building, the quantity of which space shall be the difference between the number of square feet of Floor Area then leased and 15,000 square feet. However, the owner shall not be required to convey more than 3,000 square feet nor less than 1,000 square feet. Such conveyed Floor Area shall be contiguous. The owner shall thereafter not be required to make available any additional Floor Area for such leasing.
3. Neither the owner of Parcel A nor any other person may utilize any Floor Area constructed or otherwise made available pursuant to this Subsection for any use other than a public purpose use approved by the City Planning Commission, except in accordance with the provision of this Ordinance.

Section 8. PARKING MANAGEMENT.

Interim parking plans, which will mitigate the effects of parking displaced by any Project, shall be submitted to the Department of Transportation prior to the issuance of a building permit for that Project.

Section 9. PARKING STRUCTURE.

Notwithstanding any provision of this Ordinance or Los Angeles Municipal Code Section 12.14 to the contrary, the parcel rezoned herein from M1-1-0 to C2-2-0 may be developed by constructing, maintaining and operating thereon a parking building which complies with the requirements of the M1-1-0 Zone, which provides a setback of at least 200 feet from Century Park West and which is no higher than 335 feet above sea level. If the current proposal to construct, maintain and operate such parking building is abandoned or after construction of such structure the parcel is voluntarily redeveloped, then the parcel may be used only for the uses permitted in the C2-2-0 Zone, as further restricted or conditioned by this Ordinance, or for such uses as may be permitted in any other zone into which the property may hereafter be placed.

Section 10. PEDESTRIAN CORRIDOR.

- A. **Purpose:** The purpose of this Section is to set forth the plan for a continuous Pedestrian Corridor. The Map shows the general location of the Pedestrian Corridor. The Pedestrian Corridor, and the provisions hereinafter set forth to implement such Corridor, shall be applicable to all Projects and to all properties within the Specific Plan Area, as more particularly designated on the Map.

B. Implementation: Pedestrian Walkways and Pedestrian Crossings shall be constructed in accordance with the following:

1. Within ninety (90) days after the effective date of this Ordinance, the City Engineer, after consultation with the Director of Planning, shall commence preparation of preliminary plans for the Pedestrian Corridor showing its location, dimensions, the general location of Pedestrian Crossings and any other special features of the Corridor, and shall complete such plans in an expeditious manner. The preliminary plans shall be sufficient to guide an architect or engineer to be employed by a developer in preparation of final plans for particular components of the Corridor, so that such will harmonize and be compatible with other components of the Corridor.
2. No building or other structure shall be located so as to impede the location or construction of the Pedestrian Corridor.
3. Any Project of more than 10,000 square feet of gross Floor Area (including, but not limited to equipment rooms, staircases and parking structures), located on a lot through which a portion of the Pedestrian Corridor passes, shall include construction of such portion of the Pedestrian Walkway on said lot. The developer of such Project shall, prior to the issuance of a building permit for the Project, dedicate or convey an easement for such portion of the Pedestrian Corridor, provide covenants or other assurances satisfactory to the City Engineer that the improvements of such portion of the Pedestrian Walkway will be completed, and demonstrate to the satisfaction of the City Engineer that any necessary substructure for any required portion of the Pedestrian Corridor is adequately provided for in the construction plan; such substructure, if necessary, shall be built by and at the expense of the developer.
4. The owner of a lot improved with a building or structure may construct that portion of the Pedestrian Corridor within the lot in accordance with the preliminary plans prepared by the City Engineer. In such cases, the owner shall dedicate or convey an easement for such portion of the Pedestrian Corridor, shall obtain a permit to construct and shall construct such portion of the Pedestrian Corridor.
5. Dedication and construction or improvements shall be assured and performed in the manner in which subdivision improvements are generally assured and constructed within the City of Los Angeles. The easement to be dedicated may consist of air or subsurface rights, reserving to the dedicator the right to utilize the area above or below the surface, provided that if the dedication is made of air rights, the dedicator shall also execute any agreements or covenants as may be necessary to protect the continued public use of the Pedestrian Corridor and the improvements therein.
6. At any time, the City Council may determine to construct all or a portion of the Pedestrian Corridor pursuant to public contract. The City may accept negotiated conveyances or dedications for the land required for such construction. The City may determine to finance the acquisition and construction of the Pedestrian Corridor or a portion thereof with any funds available to the City, or may determine to finance the same through the processes of the Improvement Act of 1911 or the Municipal Improvement Act of 1913. In the event financing is accomplished pursuant to said improvement acts, credit for the dedications made and/or improvements constructed without compensation may be given to properties making such dedications or constructing such improvements.
7. Any owner of real property through which the Pedestrian Corridor passes may, with the consent of the City, perform the necessary maintenance and repair of improvements within the Pedestrian Corridor, if the owner requires a special level of maintenance over and above the ability of the City to maintain. In such event, the owner shall execute an agreement to perform such maintenance and to indemnify and hold the City harmless from any liability because of the owner's failure to do so or negligence in performing such maintenance.
8. The Pedestrian Corridor shall conform to the following design standards:
 - a) Pedestrian Walkways and Pedestrian Crossings shall be constructed in the approximate locations designated on the Map.
 - b) Pedestrian Walkways shall be constructed of a hard, durable surface and shall be a minimum of 6 feet in width; provided, however, the City Engineer may require a greater width if such is necessary to carry anticipated pedestrian traffic.
 - c) Pedestrian Crossings shall be a minimum of 8 feet wide, and if constructed over a public right-of-way shall have a vertical clearance of 17 feet from any portion of the public roadway which it crosses. An easement for any such Crossing shall be dedicated to the City of Los Angeles.
 - d) The Pedestrian Corridor shall be designed and constructed to conform to applicable handicapped person access standards.
 - e) Components of the Pedestrian Corridor shall be designed to be wholly contiguous and completely accessible to the public upon full implementation of the system.
 - f) Mounted diagrams, maps or other graphic devices, clearly setting forth a schematic of the Pedestrian Corridor shall be located along the Pedestrian Corridor. Said graphic devices shall conform to a uniform graphic standard and shall not be more than 5 feet or less than 3 feet in height.

g) The Pedestrian Corridor shall be open to the public, but there may be Private Access to the Corridor.

h) The use of any components of the Pedestrian Corridor by the public shall not be revoked by the owner of any building without the prior written approval of the Director of Planning and the City Engineer. Such approval shall be given only if (1) the buildings or other improvements to be served by such components have been demolished, or (2) a particular component presents a danger to public safety.

9. Any changes in the approximate location of the Pedestrian Corridor shall be subject to approval of the Director of Planning and the City Engineer, who shall find that any such change conforms to the spirit and intent of the Specific Plan and will provide equal or better pedestrian access and safety.

Section 11. CHANGE OF ZONE WITHIN SPECIFIC PLAN AREA.

Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map.

Section 12. OWNER ACKNOWLEDGEMENT OF LIMITATIONS.

The Department of Building and Safety shall not issue building permits for any Project until such time as the owners of the subject parcel have executed and recorded a covenant, in a form designed to run with the land and satisfactory to the City Attorney, containing the owner's acknowledgement of the contents and limitations of this Specific Plan.

Section 13. SEVERABILITY.

A. **Severability Provision.** If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or application thereof which can be implemented without the invalid provision, clause or application, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

B. Moratorium

1. In the event a judicial decision referred to in Subsection A of this Section invalidates this Ordinance to permit, or otherwise permits, Projects generating more Trips than those permitted to be generated pursuant to this Ordinance in either phase of development, then there shall become effective immediately a moratorium on the issuance of any

applicable permit for a Project within the Specific Plan Area to the extent that such Project would generate more in those permitted pursuant to this Ordinance. Such moratorium shall be effective for a period of six (6) months each, or until the effective date of a newly enacted specific plan, whichever occurs first. Notwithstanding the foregoing, nothing contained in this Subsection shall prevent or delay Projects which would not generate more Trips than those permitted pursuant to this Ordinance.

2. The City Council, by resolution, may extend said moratorium for two (2) additional periods not to exceed three (3) months each, or until the effective date of a newly enacted specific plan, whichever occurs first.

3. The City Council, by resolution, may modify or waive the provisions of any moratorium provided for in this Subsection as to any Project if the Council finds that such Project and the method of its approval would be consistent with all valid provisions of this Specific Plan and with any such judicial decision.

Section 14. URGENCY.

This Ordinance is urgently necessary for the preservation of the public peace, health and safety and shall take effect immediately upon its publication. The following is a statement of the facts showing its urgency. The area described in Section 1 hereof is served by an already overcrowded street system. The uses and densities now permitted in said area are so much in excess of the uses and densities permitted under the proposed Century City North Specific Plan so that, if commercial development were permitted to continue pending the effective date of this Specific Plan, the purposes and provisions of this Plan would be frustrated, and conditions on the already overcrowded street system would be severely worsened. Furthermore, such development may result in significant increases in noise and air pollution which will directly affect the area and surrounding neighborhoods. The West Los Angeles Community Plan specifically cites pedestrian systems as a major objective for the Century City North Specific Plan. Large scale development in the absence of such systems may result in serious safety hazards. For those reasons, in order to fully effectuate the purposes of this Ordinance, it is necessary that this Ordinance become immediately effective upon publication.

270CCN4 (032095)

Century City North Specific Plan

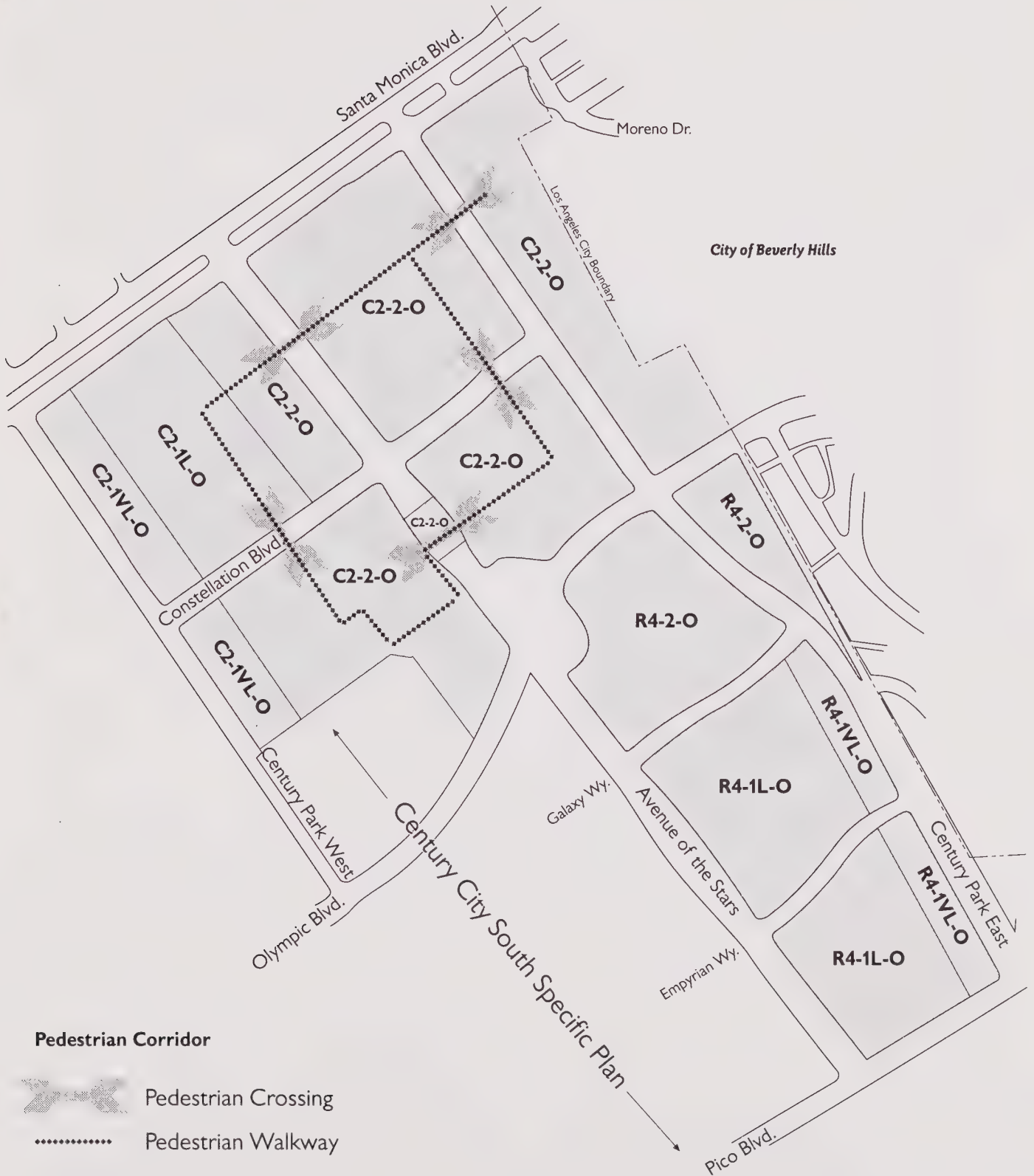


Figure 1
Specific Plan Area

Century City North Specific Plan



City of Beverly Hills

Buffer Area

Core Area



Crosshatched Area

Appendix A

Commercially Zoned Areas (see Sections 3B2 and 3C2 of Plan text)



Not to Scale

APPENDIX B

TABLE OF TRIP ALLOCATIONS
TO LOTS IN CROSSHATCHED AREAS

Century City North Specific Plan

Lot	Trip Allocation Phase I	Trip Allocation Phase II
Buffer Area		
Parcel Map L.A. No. 1483, Parcel B	574.394	363.540
Tract 26196, Portion Lot 4	38.094	24.110
Tract 26196, Lot 5	630.787	399.232
Certificate of Compliance No. 81-029 (Portion)	732.370	463.526
Parcel Map L.A. No. 3635, Parcel A (Portion)	400.358	253.391
Division of Land Map No. 18, Parcel 4B	0	156.789
Core Area		
Parcel Map Exemption No. 2122, Parcel C	2,088.043	1,141.819
Parcel Map Exemption No. 2122, Parcel D	830.688	1,609.713
Certificate of Compliance No. 81-029 (Portion)	4,235.717	2,316.247
Parcel Map L.A. No. 3784, Parcel B	2,502.760	1,368.602
Certificate of Compliance No. 81-030	3,466.819	1,895.785
Parcel Map L.A. No. 3635, Parcel A (Portion)	299.970	164.035
TOTAL	<u>15,800.000</u>	<u>10,156.789</u>

270CCN4 (111595)

Part 5

**CENTURY CITY NORTH SPECIFIC PLAN
Ordinance No. 156,122
Effective November 24, 1981**

ADMINISTRATIVE RESPONSIBILITIES

Applicant/Owner/Developer

- ° Developer shall dedicate property for street improvements pursuant to Phase 1 of development. (3B)
- ° Applicant shall apply for a project permit pursuant to Phase 2 of development. (4D)
- ° Owner shall record a covenant, satisfactory to the City Attorney, containing the owner's acknowledgement of the contents and limitations of the Specific Plan. (12)

Department of Building and Safety

- ° The Department of Building and Safety shall not issue building permits for any Project until the Director of Planning has certified in writing that the construction plan conforms to the Specific Plan. (4F2)

Department of City Planning

- ° The Department of City Planning shall maintain a record of trips and transferred trips available on any lot within the Specific Plan area, and shall upon request of any property owner within the Specific Plan area provide a certification of the number of trips currently available to such property owner's lot. (4F1)
- ° The Director of Planning shall certify in writing that the construction plan for any project conforms to the Specific Plan before the building permit is issued. (4F2)
- ° The Director of Planning shall certify in writing that any transfer of trips conforms to the requirements of this ordinance. (5B)

Bureau of Engineering

- ° The Bureau of Engineering shall estimate the cost of completing the improvement(s) assigned and the cost of the percentage of any improvement allocated to the project prior to the issuance of a building permit for a project in the first phase of development. (3B1,2)
- ° The City Engineer shall certify in writing that all dedications have been made and all permits, bonds and insurance required have been obtained for all improvements assigned to a project and that construction of such improvements has been completed or has progressed satisfactorily. (3B1a5)

Department of Transportation

- ° The Department of Transportation shall calculate the trip percentage generated by a project and shall thereupon assign to such project one or more improvements/dedications. (3B)
- ° The Department of Transportation shall review any proposal of alternative trip generation factors submitted, along with a traffic study, and shall submit its findings to the City Planning Commission. (6)

City Planning Commission

- ° The City Planning Commission shall grant project permits pursuant to Phase 2 developments. (3C)

City Council

- ° The City Council shall be the final authority in sustaining or denying an appeal of a City Planning Commission determination.

270CCN5 (021395)

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270MISC (032395)

Part 1

CENTURY CITY SOUTH SPECIFIC PLAN Ordinance No. 156,121 Effective December 25, 1991

Amended by Ordinance No. 168,862
Effective August 10, 1993

SUMMARY OF PROVISIONS

Affected Projects

In Area A, any building or addition or change of use which increases the number of trips generated.

In Area B, any construction or replacement of a maximum of 1,895,000 gross square feet of studio use or the construction of parking structures; or the demolition and replacement of a maximum of 507,000 gross square feet of existing facilities.

Area A Regulations

The total number of trips generated by all projects within all C2 zoned areas shall not exceed a CATGP of 9,100 trips.

The total number of trips generated by all projects within the R4 zoned areas located north of Olympic Boulevard shall not exceed 1,090 trips.

One residential hotel shall be permitted in the R4 zoned area south of Olympic Boulevard, containing a maximum of 375 guest rooms, ancillary hotel facilities, and incidental retail commercial facilities. Sign regulations restrict sign sizes and prohibit signs advertising incidental retail commercial facilities from being visible from outside the building. Parking is per Code, plus one-half additional parking space per guest room to be made available to employees. If dwelling units are built in lieu of a residential hotel, such units shall generate no more than 1,133 trips.

Trips credits shall be permitted for buildings which were issued a building permit subsequent to December 25, 1981 which are subsequently demolished or if the use of the project is changed and the trips generated by the project are thereby reduced.

The setback along Avenue of the Stars is 25 feet.

Projects shall be designed to not cast shadows for more than two hours a day upon any single-family detached residence located easterly of Century Park East or westerly of Century Park West.

Trips may be transferred from any lot within Area A to any other lot within Area A or to any lot within the Century City North Specific Plan, subject to restrictions, including a limitation of no more than 5,000 trips from the Area A to the Century City North Specific Plan area.

Area B (Studio Zone) Regulations

The Studio Zone (CCS) permits studio uses as listed.

Studio use facilities shall not exceed a maximum of 1,895,000 gross square feet, including 771,000 gross square feet of new studio use facilities and demolition and replacement of 507,000 gross square feet of existing studio facilities. Studio office use facilities shall not exceed 934,000 gross square feet.

The studio property shall be developed in three phases: a maximum of 275,000 gross square feet of new studio office use facilities and/or non-studio office facilities in Phase 1; a maximum of 449,000 gross square feet of new studio office use facilities and 222,000 gross square feet of new non-studio office use facilities in Phases 1 and 2. Development in Phase 3 shall be subject to discretionary approval and begins after mitigation monitoring measures have been met, including street improvements, ATSAC improvements and implementation of trip cap monitoring program.

Heights are regulated in each of the nine studio development areas, ranging from one-story or 15 feet to 5 stories or 75 feet.

Setbacks are specified from Avenue of the Stars, Pico Boulevard, western studio property line, Olympic Boulevard and the common property line.

Parking is required at a ratio of at least 3 spaces per 1,000 gross square feet of new studio office use and 1.6 spaces per 1,000 gross square feet of new studio production/post-production, support and ancillary support use. The total number of parking spaces shall not exceed 4,500, with the location and type of parking spaces to conform with limitations set forth in Table 1. Where traffic demand management policies may warrant, the property owner may apply for reduced parking.

Where 50,000 cumulative net new gross square feet would be reached or exceeded, the property owner shall implement the trip cap monitoring program. The property owner shall submit a Transportation Demand Management Plan to Department of Transportation and shall implement the plan as approval.

Vehicular access to the studio property is regulated by phase of development.

Property owner shall comply with the transportation improvements listed in Appendix 3.

Landscape requirements are specified for open areas, the intersection of Avenue of the Stars and Pico Boulevard, and Studio Development Areas 2 and 4.

Billboards related to studio use of studio property shall be permitted on Olympic and Pico Boulevards.

Antennas shall have microwave radiation leakage characteristics which are less than 10 microwatts per square centimeter on the ground at the perimeter of the studio property or any structure beyond the perimeter of the property.

The property owner shall begin implementation of a historic preservation plan to provide guidance for the alteration, preservation or relocation of preserved buildings, standards for demolition of preserved and contributing buildings and criteria for new construction in order to maintain the character of the historic studio area.

A lighting plan for each new building shall be prepared to ensure that on-site exterior lighting does not shed more than three foot-candles upon neighboring residences and hotel rooms.

Audience participation control regulations include prohibition of sale or distribution on the studio property of tickets for the viewing of production of television programs, general audience parking, and the requirement that audiences be transported to and from the property in high-occupancy vehicles on DOT approved routes.

Regulations also provide for the screening of equipment on roofs and for underground utilities.

Administration

Area A. The Department of City Planning shall maintain records of the trips available for use on any lot and shall upon request of any property owner provide a certification of the number of trips available to such property owner's lot.

Area B. The Department of City Planning shall monitor compliance with maximum gross square feet requirements by maintaining an ongoing inventory of existing gross square feet in the Studio Zone.

Prior to issuance of a building or demolition permit, the property owner shall submit an updated inventory of existing gross square feet.

270CCS1 (032095)

Part 2

**CENTURY CITY SOUTH SPECIFIC PLAN
Ordinance No. 156,121
Effective December 25, 1991**

**Amended by Ordinance No. 168,862
Effective August 10, 1993**

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270CCS2 (021095)

Part 3

CENTURY CITY SOUTH SPECIFIC PLAN
Ordinance No. 156,121
Effective December 25, 1991

Amended by Ordinance No. 168,862
Effective August 10, 1993

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PROVISION HIGHLIGHTS SECTION

Trip Credits For buildings which were issued permit subsequent to December 25, 1981 (effective date of Specific Plan) which are subsequently demolished and for reduction in trips due to change of use 6A2e

CATGP Additions or alterations to buildings or change of use which do not exceed 35 trips shall not be included in CATGP. 6A2f

Setbacks 25 feet along Avenue of the Stars 6A3

Shadows Project shall not cast shadow for more than 2 hours/day on any detached single-family residence outside the Plan area. 6A4

Transfer of Development Rights Trips may be transferred from any lot to another lot within Area A and not more than 5,000 trips to any lot in the Century City North Specific Plan, subject to restrictions. 6A5

Regulations - Area B 6B

Studio Zone Permitted Uses - Studio uses, as listed 6B1

Prohibited Uses - Helicopter landings (non-emergency); Public tours (non-invitational); Retail, and commercial office uses other than studio uses.

Maximum Allowable Gross Square Feet Studio Use - 1,895,000 sq. ft. including 771,000 sq. ft. of new studio use and replacement of 507,000 sq. ft. of existing studio facilities. 6B2

Studio Office Use - 934,000 sq. ft.

Studio Development Areas - 9 areas. (See Figure 1 and Table 1.)

Calculation of Gross Square Feet - Owner to provide to the Department of Building and Safety prior to issuance of building permit.

PROVISION HIGHLIGHTS SECTION

Prohibition Building permit requires Department of City Planning to certify that the project conforms to Specific Plan. 5

Regulations - Area A 6A

Phasing of Development Development to be phased according to subdivision procedures. 6A1

Uses and Densities C2 Zoned Areas - Maximum CATGP = 9,100 trips. 6A2

R4 Zoned Areas - Maximum CATGP = 1,090 trips.

Residential Hotel - One hotel with no more than 375 guest rooms, at the southwest corner of Galaxy Way and Avenue of the Stars. 6A2C

° Signs (on-site) - where visible from the outside of the building:

- No signs above roof line
- No blinking or flashing signs
- Signs to be architecturally integrated with facade of building

° Parking - Code, plus one-half additional space per guest room for employees. Parking may be in tandem, with attendants.

If dwelling units are constructed in lieu of residential hotel, maximum CATGP = 1,133 trips

Uses Excluded Club, hospital, etc. 6A2d

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Phasing of Development	Provides for development in 3 phases, with limitations on maximum gross square feet in each phase and completion of requirements prior to commencement of Phases 2 and 3. Development of new studio office use facilities in Phase 3 subject to discretionary approval.	6B3		- Olympic Boulevard access shall be opened for ingress only for eastbound passenger vehicles prior to building permit which would cause average daily trips at the studio property to exceed 11,500 trips.	
Height Limits	Varies by studio development area.	6B4		Transportation Improvements - As listed in Appendix 3	
Minimum Building Setbacks	Varies by location, from 8 ft. to 35 ft., as measured from Avenue of the Stars, Pico Boulevard, western studio property line, Olympic Boulevard and common property line.	6B5		Review by DOT.	
Parking	New Parking Spaces - 3 spaces/ 1,000 gross sq. ft. of new studio office use facilities. 1.6 spaces/ 1,000 gross sq. ft. of new studio production/post-production facilities, uses.	6B6		- DOT to review access plans prior to building permit.	
	Maximum Number of Parking Spaces - 4,500. Location and type to conform to Table 1.			- Prior to start of Phase 2, owner to certify that 50 percent of vehicles transporting full-time permanent employees use Galaxy Way access or Olympic Boulevard entrance.	
	Reduced Parking - Owner may apply where traffic demand management policies are in operation or are to be implemented.		Landscaping	General Requirements - Open areas visible from street shall be landscaped.	6B8
Transportation Requirements	Trip Cap Monitoring Program - To be implemented by owner where 50,000 cumulative new gross sq. ft. are proposed.	6B7		Intersection of Avenue of the Stars and Pico Boulevard - Plan submitted for approval prior to building permit which will cause average daily trips to exceed 11,500.	
Trip Transfer Prohibited	Transportation Demand Management Plan - Owner shall submit TDM Plan to DOT for approval, and implement Plan.			Studio Development Area 2 - Landscape planters required in parapets and edges parallel to and within 1,590 feet of common property line.	
Access	Existing access at Pico Boulevard and Motor Avenue shall be closed by end of Phase 2, with exception:			Studio Development Area 4 - Requires landscape buffer on top of new buildings within 25 feet of common property line.	
	- Avenue of the Stars and Emphyrean Way shall be opened prior to the end of Phase 3.		Billboards	Permitted only on Olympic and Pico Boulevard frontages where related to studio use.	6B9
	- Galaxy Way access shall be improved prior to the end of Phase 1.		Antennas	New earth-to-satellite dishes subject to regulations on radiation leakage and transmission, orientation and screening. Owner shall certify annual compliance.	6B10
	- Pico West access shall be opened prior to the end of Phase 2.		Historic Preservation	Applicable law, provisions for Historic Preservation Plan, and Mitigation Monitoring Program.	6B11

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Exterior Lighting	<p>Lighting Plan - Required for new buildings so that on-site exterior lighting does not exceed 3 foot - candles on neighboring residences and hotel rooms.</p> <p>Outdoor Lighting - New lighting at the perimeter of property limited to safety, security, highlighting and landscaping.</p> <p>Parking Structures - Designed to shield public areas and/or adjacent structures on abutting properties from direct glare of auto headlights.</p>	6B12
Audience Participation Control	<p>Sale/distribution on studio property of tickets for viewing of production of TV programs shall be prohibited. Audiences attending TV programs shall be transported to and from studio property in high occupancy vehicles on DOT-approved routes.</p>	6B13
Screening of Equipment on Roofs	<p>Equipment to be screened from views outside of studio property.</p>	6B14
Underground Utilities	<p>New lines to be installed underground.</p>	6B15
Administration		7
Area A	<p>Department of City Planning to maintain records of trips available for use on any lot and provide certification to property owner of number of trips available to that lot.</p>	7A
Area B	<p>Department of City Planning to monitor compliance with maximum gross square feet requirements by maintaining ongoing inventory of existing gross square feet in studio zone.</p> <p>Building or demolition permit requires property owner to submit an updated inventory of existing gross square feet.</p>	7B

270CCS3 (032095)

Part 4

CENTURY CITY SOUTH SPECIFIC PLAN
Ordinance No. 156,121
Effective December 25, 1991

Amended by Ordinance No. 168,862
August 10, 1993

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270CCS4 (030195)

CENTURY CITY SOUTH SPECIFIC PLAN
Ordinance No. 156,121
Effective December 25, 1981

Amended by Ordinance No. 168,862
Effective August 10, 1993

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Ordinance No. 156,121 is hereby amended to read as follows:

Section 1. ESTABLISHMENT OF THE CENTURY CITY SOUTH SPECIFIC PLAN.

The City Council hereby amends the Century City South Specific Plan (the Specific Plan), applicable to those areas of the City of Los Angeles shown upon the Map (Exhibit 1). The Specific Plan is divided into two areas, Area A and Area B.

Section 2. PURPOSE.

This Specific Plan is intended to:

- A. Provide regulatory controls and incentives for the systematic execution of that portion of the Community Plan which relates to this area and to provide for public needs, convenience and general welfare as the development of such area necessitates; and
- B. Assure orderly development and provide street capacity and other public facilities adequate for the intensity and design of development by establishing general procedures for the phasing of development within the Specific Plan Area.
- C. Continue in effect, without interruption or substantive change, the provisions of Ordinance No. 156,121 governing the area designated Specific Plan Area A, while reorganizing the form of those provisions.
- D. Provide provisions for Specific Plan Area B which will permit continued and expanded Studio Uses of the Studio Property in conformance with the Specific Plan.

Section 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

- A. The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter 1 of the Los Angeles Municipal Code (LAMC) and do not convey any rights not otherwise granted under the provisions and procedures contained in Chapter 1, except as specifically provided for herein.
- B. Wherever this Specific Plan contains provisions governing Specific Plan Area B which require different setbacks, different street dedications, different densities, different heights, different uses, different parking requirements, or other different restrictions or limitations on development

than would be allowed or required pursuant to the provisions contained in Chapter 1 of the LAMC, the Specific Plan shall prevail and supersede the applicable provisions of that Code.

- C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan pursuant to Section 11.5.7 D, the City Planning Commission and the City Council on appeal may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of the LAMC, if defined therein.

Alteration means any exterior modification of an existing building in Specific Plan Area B, including structural or other exterior modifications which change the facade or exterior architectural features, having material effects on a Preserved Building's contribution to the historic character of the Historic Studio Area, but excluding maintenance and repairs, as determined by a Historic Preservation Expert.

Ancillary Support Use means Studio Use facilities designed to provide consumer services on the Studio Property and to reduce the need for off-site vehicle trips during business hours. Ancillary Support Uses include, but are not limited to, those facilities primarily used for food services, banking services, hair salons, physical fitness, child care, commuter transportation, security, and the sale of sundries, studio merchandise and memorabilia if these uses are designed and operated to be available for employees and visitors, but are not available to the general public.

Common Property Line means any and all portions of the property line between the lot at the corner of Galaxy Way and Avenue of the Stars, currently occupied by a hotel, and the Studio Property.

Contributing Building means a building listed as a Preserved Building as shown on Table 3 herein, or as a Contributing Building for which demolition is permitted as shown on Table 4 herein.

Cumulative Automobile Trip Generation Potential (CATGP) means the cumulative total daily Trips generated by all Projects on lots within Specific Plan Area A for which building permits are issued subsequent to December 25, 1981, which total shall be calculated utilizing the factors contained in the following table:

Office Commercial: 14 Trips/1,000 sq. ft. of Floor Area
Retail Commercial: 35 Trips/1,000 sq. ft. of Floor Area
Hotels: 10 Trips/Guest Room (including Residential Hotel)
Residential: 7.55 Trips/Dwelling Unit

Floor Area means the total square footage of a building in Specific Plan Area A as described in Section 12.21.2 of the LAMC.

Gross Square Feet means the area in Specific Plan Area B as measured to the exterior finished surface of a structure, but excluding: enclosed areas for parking (such as parking structures or garages); mechanical, electrical or communications areas that are underground, within a mechanical penthouse or not enclosed in a structure (including, but not limited to, mechanical distribution tunnels, liquid storage tanks, or mechanical or electrical switch gear); satellite antennas; exterior areas (including courtyards, terraces, balconies, patios, soffits, exterior stairways, walkways, corridors and exterior storage areas); and vehicles which conform to the California State Vehicle Act and which are licensed to operate on public streets and highways. Gross Square Feet shall include trailers listed in Table 2 herein.

Historic Preservation Expert means a person who has a graduate degree in architectural history or architecture, and at least three years of experience working as a historic preservation professional, and who is retained by the property owner in consultation with the Department of City Planning.

Historic Studio Area means that portion of the Studio Property designated as Studio Development Areas 6 and 8 in Figure 1 herein.

Map means the map contained in this Ordinance (Exhibit 1).

Material Construction means the construction of more than 40,000 cumulative net new or replacement Gross Square Feet of Studio Use facilities on the Studio Property.

Mitigation Monitoring Program means the mitigation monitoring program implemented for the Fox Studio Historic Preservation and Expansion Project, and which is contained in Council File No. 93-0909.

Office Commercial includes all commercial activities within Specific Plan Area A not included in Retail Commercial as defined herein.

Patio means an outdoor area adjacent to a building which is wholly or partially surrounded by walls and which is open to the sky.

Phase 1 means the period during which building permits may be issued for the Studio Property for development which generates not more than 11,500 Average Daily Trips. Average Daily Trips shall be calculated as set forth in the Trip Cap Monitoring Program set forth in Appendix 1.

Phase 2 means the period after Phase 1 during which building permits may be issued for the Studio Property for development which generates not more than 14,310 Average Daily Trips. Average Daily Trips shall be calculated as set forth in the Trip Cap Monitoring Program set forth in Appendix 1.

Phase 3 means the period after Phase 2 during which building permits may be issued for the Studio Property for development

which generates not more than 15,646 Daily Trips. Daily Trips shall be calculated as set forth in the Trip Cap Monitoring Program set forth in Appendix 1.

Preserved Building means a building located in the Historic Studio Area and which is listed as a Preserved Building in Table 3.

Project means any building, structure or addition to any building or structure constructed in whole or in part on a lot within Specific Plan Area A, excluding any construction or renovation activity which does not add Trips to those generated by the building or structure. Project also means a change of use which increases the number of Trips generated by any building or structure.

Project, Studio means the construction or replacement of a maximum total of 1,895,000 Gross Square Feet of Studio Use facilities in Specific Plan Area B, including the development of a maximum of 771,000 Gross Square Feet of Studio Use facilities; the construction of above-grade, subterranean and/or surface parking structures; and the demolition and replacement of a maximum of 507,000 Gross Square Feet of existing facilities, for uses pursuant to the limitations of this Specific Plan.

Residential Hotel means a hotel in Specific Plan Area A as defined in Section 12.03 of the LAMC.

Retail Commercial means those activities in Specific Plan Area A where goods are displayed, sold or serviced.

Specific Plan means the Century City South Specific Plan, as amended by this Ordinance.

Studio Development Area means a designated area within the Studio Property as shown in Figure 1 herein.

Studio Office Use means Studio Use facilities in which the occupants conduct their primary work activity at a desk or non-technical work station, either within a private office or in an open area, together with facilities used for office-related support functions including, but not limited to, conference rooms, reception and waiting rooms, files, copying, coffee rooms and toilet rooms, and which are not otherwise designated for Studio Production/Post-Production Use, Support Use or Ancillary Support Use.

Studio Operations means activities related to the physical production (on sound stages, outdoor sets, television facilities and other locations, but excluding construction of the Studio Project), recording, broadcasting, transmission or editing (including special effects and music) of motion pictures, television and radio programming, video recordings, audio recordings, publications and any evolution of the foregoing, including maintenance and repair and construction of sets or related structures used in production which are not buildings intended for permanent occupancy.

Studio Production/Post-Production Use means Studio Use facilities primarily used for (1) filming, video and audio taping, recording, publication or transmission, visual and/or aural special effects; and (2) processing, screening, editing or otherwise converting films, video or audio tapes, or other material into products for sale, licensing, transmission or distribution.

Studio Property means the 53-acre site at 10201 West Pico Boulevard, located on the west side of Avenue of the Stars, between Olympic and Pico Boulevard in West Los Angeles and identified on the Map as Specific Plan Area B.

Studio Use means facilities primarily used for the acquisition, creation, development, production (on sound stages, outdoor sets, television facilities and other locations), reproduction, recording, transmission, reception, publicizing, merchandising, marketing, promotion, licensing, sales, leasing, financing, distribution and other exploitation of visual, print and/or aural works, products, services, rights and communications. Examples of such works include, but are not limited to, motion pictures, television and radio programming, video recordings, audio recordings, publications and any evolution of the foregoing, as well as the management and administration thereof. Studio Use facilities include those designated for Studio Office Use, Studio Production/Post-Production Use, Support Use, Ancillary Support Use, and related parking. Studio Use shall not include the printing of books, magazines, newspapers or other materials except as otherwise related to Studio Use.

Studio Zone means the Century City South Studio Zone, designated as Specific Plan Area B on the Map.

Support Use means Studio Use facilities primarily used for storage, utilities, central heating and cooling, set manufacturing, and equipment maintenance and repair.

Trip with respect to Specific Plan Area A means an arrival at or departure from a building or structure by a motor vehicle. With respect to Specific Plan Area B, Trip means an arrival at or departure from the Studio Property by a motor vehicle. The number of Trips generated by any Project in Specific Plan Area A shall be calculated utilizing the table set forth in the definition of CATGP above.

Trips, Actual means Daily Trips, A.M. Peak Hour Trips and P.M. Peak Hour Trips.

Trips, Allowable means the maximum number of vehicle trips permitted on average daily, daily, a.m. peak hours and p.m. peak hour bases, as those terms are defined in Section 3 of Appendix 1, Trip Cap Monitoring Program.

Trips, A.M. and P.M. Peak Hour means vehicle trips during the one-hour period between 8 a.m. and 9 a.m. and between 5 p.m. and 6 p.m., respectively, measured in accordance with Appendix 1, Trip Cap Monitoring Program.

Trips, Average Daily means Daily Trips averaged over a reporting period for all weekdays (Monday through Friday).

Trips, Daily means vehicle trips, measured in accordance with Appendix 1, Trip Cap Monitoring Program, over 24 hours on a 5-day week basis (Monday through Friday).

Section 5. PROHIBITION.

The Department of Building and Safety shall not issue building permits for any Project or Studio Project until the Director of Planning, or his or her designee, has certified in writing that the Project or Studio Project conforms to the requirements of the Specific Plan.

Section 6. REGULATIONS.

A. **Area A.** The following regulations are applicable to Specific Plan Area A:

1. **Phasing of Development.** Development of the property in Specific Plan Area A shall be accomplished in phases in accordance with the usual subdivision procedures as set forth in Chapter 1, Article 7 of the LAMC. Construction of each phase shall include simultaneous construction of that portion of the streets shown on the Map which is contiguous to the property being developed and construction of other public facilities as may be required in connection with the subdivision approval.
2. **Uses and Densities.** The total allowable uses and densities for all phases shall comply with the following:
 - a. **C2 Zoned Areas.** The total number of Trips generated by all Projects within all C2 zoned areas shall not exceed a CATGP of 9,100 Trips.
 - b. **R4 Zoned Areas.** The total number of Trips generated by all Projects within the R4 zoned area located north of Olympic Boulevard shall not exceed a CATGP of 1,090 Trips.
 - c. **Residential Hotel.**
 - 1) Permitted. Only one residential hotel, containing not more than 375 guest rooms, shall be permitted to be constructed in the residentially zoned areas. This residential hotel shall be situated on a legally subdivided lot at the southwest corner of the intersection of Galaxy Way and Avenue of the Stars, which lot shall be no greater than 2.7 net acres in size. The residential hotel may contain ancillary hotel facilities (such as laundry, storage, accounting, lobby, front desk, cashier, corridor, mechanical and similar areas); meeting rooms, not to exceed a cumulative capacity of 300 persons at 15 square feet of meeting room per person; incidental Retail Commercial facilities (other than restaurants, coffee shops and bars), not to exceed 7,500 square feet of Floor Area and which may be entered only from inside the building; and restaurants, coffee shops and bars, not to exceed a total combined capacity of 150 seats. Only one such eating establishment may be entered from the outside of the building. The Trip generation factor for hotels includes the Trip generation potential of guest rooms, ancillary hotel facilities

and the above described incidental Retail Commercial facilities, meeting rooms, restaurants, coffee shops and bars.

- 2) **Retail Commercial Facilities.** The incidental Retail Commercial facilities permitted in the residential hotel shall be designed to serve primarily the guests of the residential hotel and may include such uses as: barber shop, beauty shop, health/sauna facility, florist, gift shop, travel and ticket agency, stationery store, tailor shop, chapel, book store, candy store, cigar store, clothes cleaning establishment, wearing apparel shop, drug store, fine arts store, jewelry store, news and magazine store, notions store, novelties store, photographer, and similar uses designed to serve primarily the guests of the residential hotel. An automobile service station may be included in the 7,500 square feet if it is located in the lower level of the residential hotel, provided that all activities of the service station are carried out wholly within an enclosed building pursuant to the requirements of LAMC Section 12.14 A 6.
- 3) **Signs.** Notwithstanding any provision of the LAMC to the contrary, no sign advertising the above-described incidental Retail Commercial facilities may be visible from the outside of the building; signs visible from the outside of the building advertising the hotel itself (except for one sign identifying the address thereof) may not exceed a combined total of 100 square feet in area; no such individual sign may exceed 50 square feet in area. Signs visible from the outside of the building advertising any restaurants, coffee shops and bars may not exceed a combined total of 50 square feet in area, and no such individual sign may exceed 20 square feet in area. No sign may extend above the roof line of the building, nor may any sign include any blinking or flashing components. All signs shall be architecturally integrated with the facade of the building.
- 4) **Parking.** Notwithstanding any provision of the LAMC to the contrary, in addition to the parking requirements set forth in the Code for the guest rooms, incidental Retail Commercial facilities, meeting rooms and restaurants, coffee shops or bars, one-half (½) additional parking space per guest room shall be provided. These additional parking spaces shall be made available to full-time and part-time employees of the residential hotel, restaurants, bars, coffee shops and incidental Retail Commercial facilities at no charge. Parking spaces provided within the residential hotel or on the residential hotel site may be tandem parking, provided that attendants are available to park vehicles at all times when the tandem parking is open for use.

- 5) **Dwelling Units.** In the event that dwelling units, rather than a residential hotel, are constructed on the lot, such units shall generate no more than 1,133 Trips.

- d. **Uses Excluded.** Notwithstanding any provision of the LAMC to the contrary, no club (not associated with a homeowner association), hospital, lodge or sanatorium may be permitted on any residentially zoned lot within Specific Plan Area A.
 - e. **Trip Credits.** If, on a lot within Specific Plan Area A, a Project, or a portion thereof, for which a building permit was issued subsequent to December 25, 1981, is demolished, or if the use of the Project, or portion thereof, is changed and the Trips generated by the Project are thereby reduced, the number of Trips generated by the previous use may be used for a Project. These replacement Trips shall not be included in the CATGP.
 - f. **CATGP.** Notwithstanding any provision of this Ordinance to the contrary, when calculating CATGP for Projects within Specific Plan Area A, the Floor Area contained within additions or alterations to existing buildings or other Projects, where the cumulative Trips of all such additions, alterations or other Projects on a single lot do not exceed 35, shall not be included.
3. **Setbacks.** No building may be erected within the 25-foot setback along Avenue of the Stars.
 4. **Shadows.** Each Project shall be arranged and designed in a way to reasonably assure that it does not cast shadows for a period of more than two hours between the hours of 8:00 a.m. and 8:00 p.m., upon any single-family detached residence located easterly of Century Park East or westerly of Century Park West. Compliance with this Subsection shall be verified by the Director of Planning or his or her designee in writing prior to the issuance of any building permit.
 5. **Transfer of Development Rights.** Trips may be transferred from any lot within Specific Plan Area A to any other lot within Specific Plan Area A or to any lot within the area governed by the Century City North Specific Plan, subject to the following restrictions and the other provisions of this Ordinance.
 - a. No Trip may be transferred if it has previously been utilized on or transferred from the transferor site; provided, however, if a Project, or portion thereof, is demolished, or the use thereof is changed, thereby reducing the number of Trips utilized, all or part of the Trips attributable thereto may be transferred from the transferor site.
 - b. Trips which have been transferred but not utilized on the transferee site may be transferred to any other lot from the transferor site within Specific Plan Area A.

- c. Not more than 5,000 Trips may be transferred from Specific Plan Area A to the area governed by the Century City North Specific Plan.
- d. Any transfer of Trips, conforming to the provisions of this Section, shall be evidenced by a recorded document, signed by the transferor in a form designed to run with the land and satisfactory to the City Attorney, which document shall restrict the Trips applicable to future Projects on the transferor site.

B. Area B. The following regulations are applicable to Specific Plan Area B:

1. The Studio Zone has been established pursuant to the provisions of Section 12.04 of the LAMC.

- a. The Studio Zone is applicable to that area of the City of Los Angeles designated as Specific Plan Area B on the Map. In addition to the use requirements set forth in this Subdivision, buildings, structures and land within the Studio Zone shall be subject to the requirements of this Subsection B, and to the other applicable requirements of this Specific Plan.

- b. LAMC Sections 16.05 and 12.24 B 1(a) (renumbered 12.24 B 27) are not applicable in the Studio Zone.

- c. **Permitted Uses.** No building, structure or land shall be used, and no building or structure shall be constructed, altered, relocated, enlarged or maintained, except for the following Studio Uses:

- 1) Studio Office Uses.
- 2) Studio Production/Post-Production Uses.
- 3) Support Uses.
- 4) Ancillary Support Uses.
- 5) Parking related to the uses described above.

- d. **Prohibited Uses.** The following uses shall be prohibited:

- 1) Helicopter landings, including those for television camera crews, news reporting crews or executive travel purposes, except those required for emergency operations, such as fire, police and medical emergencies.
- 2) Public (i.e., other than by invitation) tours of the Studio Property.
- 3) Retail uses open to the public other than those permitted in Section 6B1(c) herein.
- 4) Commercial office uses other than those permitted in Section 6B1(c) herein.

2. Maximum Allowable Gross Square Feet.

- a. **Studio Use.** The maximum total Gross Square Feet of Studio Use facilities on the Studio Property shall not exceed 1,895,000 Gross Square Feet. This total

allows a maximum of 771,000 Gross Square Feet of new Studio Use facilities and the demolition and replacement of 507,000 Gross Square Feet of existing studio facilities. Subject to the provisions of Section 6B11, the Specific Plan also provides for demolition and additional replacement of Preserved Buildings.

- b. **Studio Office Use.** The maximum total Gross Square Feet of Studio Office Use facilities shall not exceed 934,000 Gross Square Feet.

- c. **Studio Development Areas.** The Studio Zone is divided into nine Studio Development Areas, as shown in Figure 1 and Table 1. The maximum Gross Square Feet and maximum number of parking spaces for each Studio Development Area are shown in Table 1. The existing Gross Square Feet by Studio Development Area and type of use for each building are shown in Table 2.

- d. **Calculation of Gross Square Feet.** Prior to the issuance of a building permit, the property owner shall provide a calculation of the Gross Square Feet for each building for which the permit has been applied to the Department of Building and Safety. All calculations in Specific Plan Area B shall be based on Gross Square Feet.

- 3. **Phasing of Development.** The Studio Property shall be developed in three Phases: Phase 1, Phase 2 and Phase 3. The property owner may develop a maximum total of 275,000 Gross Square Feet of new Studio Office Use facilities in Phase 1, a maximum combined total of 449,000 Gross Square Feet of new Studio Office Use facilities in Phases 1 and 2, and a maximum combined total of 222,000 Gross Square Feet of new non-Studio Office Use facilities in Phases 1 and 2. In addition to the prescribed Phase 1 and 2 maximum Gross Square Feet for non-Studio Office Use facilities, the property owner may, in its discretion, elect to construct non-Studio Office Use facilities in Phases 1 and 2 in lieu of Studio Office Use facilities up to the prescribed maximum Gross Square Feet for Studio Use facilities. Development of new Studio Office Use facilities in Phase 3 shall be subject to discretionary approval and possible further environmental review and shall be limited to a maximum total of 100,000 Gross Square Feet. The procedures and standards for the discretionary approval shall be the same as those set forth for conditional uses in LAMC Section 12.24 B.

Once the following requirements have been met, Phase 2 shall be deemed to have commenced:

- a. Physical street and intersection improvements as required by Mitigation Monitoring Program measure N.a.
- b. ATSAC improvements (Los Angeles) as required by Mitigation Monitoring Program measures N.b.1., 2. and 3.

- c. ATSAC improvements (Beverly Hills) required by Mitigation Monitoring Program measures N.c.1. and 2.
- d. Neighborhood Protection Plan as required by Mitigation Monitoring Program measure N.d.7.
- e. Implementation of Trip Cap Monitoring Program as required by Mitigation Monitoring Program measure N.d.4. and as set forth in Appendix 1.
- f. Certification to the Department of Transportation that at least 50 percent of the vehicles transporting full-time permanent employees employed by the property owner at the Studio Property utilize the Galaxy Way access and/or the Olympic Boulevard entrance as required by Mitigation Monitoring Program measure P.5.
- g. Requirements regarding modification of access to the Studio Property as required by Mitigation Monitoring Program measures P.1. and 2., as applicable.
- h. Compliance with the requirements of the Trip Cap Monitoring Program for Phase 1, set forth in Appendix 1, including without limitation, compliance with the Average Daily Trip limit of 11,500 Trips, the A.M. Peak Hour Trip limit of 1,531 Trips, the P.M. Peak Hour Trip limit of 1,019 Trips and the Daily Trip limit of 15,646 Trips (subject to permitted overages as defined in the Trip Cap Monitoring Program) for two consecutive six-month reporting periods.

Once the following requirements have been met, the property owner may apply for approval of development in Phase 3:

- i. Physical street and intersection improvements as required by Mitigation Monitoring Program measure N.a.
 - j. Modification of access requirements to the Studio Property as required by Mitigation Monitoring Program measures P.1. and 6., as applicable.
 - k. Compliance with the requirements of the Trip Cap Monitoring Program for Phase 2, set forth in Appendix 1, including without limitation, compliance with the Average Daily Trip limit of 14,310 Trips, the A.M. Peak Hour Trip limit of 1,531 Trips, the P.M. Peak Hour Trip limit of 1,019 Trips and the Daily Trip limit of 15,646 Trips (subject to permitted overages as defined in the Trip Cap Monitoring Program) for two consecutive six-month reporting periods.
4. **Height Limits.** No building shall be constructed, enlarged or maintained which exceeds the number of stories or the height limits specified herein. The maximum height above existing grade of new buildings, measured in accordance with LAMC Section 12.21.2, exclusive of roof structures, except where specifically

provided otherwise, shall be limited in each Studio Development Area as follows:

Area 1: Five stories or 75 feet, whichever is less.

Area 2: The maximum elevation of the proposed parking structure or any other building or structure shall not exceed a height of 335 feet above mean sea level, including perimeter parapets on the roof of the structure. Perimeter parapets shall be a minimum of four feet, six inches high. Building heights above mean sea level shall be inclusive of all rooftop structures with the following exception: the property owner shall be permitted to construct one elevator penthouse not to exceed a height of 364 feet above mean sea level. The elevator penthouse footprint shall not exceed 1,200 Gross Square Feet. The elevator penthouse shall be located in the southwest quadrant of the Studio Development Area 2 parking structure.

Area 3: Three stories or 45 feet, whichever is less.

Area 4: For portions of buildings located 25 feet or less measured in any direction from the Common Property Line, the maximum height, (inclusive of all rooftop structures) shall not exceed 312 feet above mean sea level with a landscaped buffer on top of the structure; for portions of buildings located between 25 and 50 feet measured in any direction from the Common Property Line, the maximum height (inclusive of all rooftop structures) shall not exceed 335 above mean sea level; for portions of buildings located 50 feet or more measured in any direction from the Common Property Line, the maximum height shall not exceed 365 feet above mean sea level, but otherwise shall be measured according to Section 12.21.2 of the LAMC.

Area 5: One story or 15 feet, whichever is less, for portions of buildings located between 15 and 30 feet from the western Studio Property line; two stories or 30 feet, whichever is less, for portions of buildings located between 30 and 45 feet from the Studio Property line; and three stories or 45 feet, whichever is less, for portions of buildings located 45 feet or more from the western Studio Property line.

Area 6: Four stories or 60 feet, whichever is less.

Area 7: Four stories or 60 feet, whichever is less.

Area 8: Four stories or 60 feet, whichever is less; provided that within 150 feet of the western Studio Property line, the height limitations of Area 5 shall apply.

Area 9: For portions of buildings located 25 feet or less from the Common Property Line, the maximum height shall not exceed 312 feet above mean sea level; for portions of buildings located between 25 and 45 feet from the Common Property Line, the maximum height shall not exceed 330 feet above mean sea level; for portions of buildings located between 45 and 70 feet from the Common Property Line, the maximum height shall not

exceed 340 feet above mean sea level; and for portions of buildings located 70 feet or more from the Common Property line, the maximum height shall not exceed 350 feet above mean sea level.

5. **Minimum Building Setbacks.** No building shall be constructed, nor shall any existing building be enlarged, unless the following minimum building setback (the distance between the property line of the Studio Property and the nearest exterior wall of a building) requirements are provided and maintained in connection with such building or enlargement.

Avenue of the Stars: A minimum of 25 feet after any necessary street dedications. Provided, however, within 35 feet of the intersection of Avenue of the Stars and Pico Boulevard, the minimum setback shall be 35 feet.

Pico Boulevard: a minimum of 25 feet in Studio Development Areas 1 and 8, and a minimum of 10 feet in Studio Development Area 3. Provided, however, within 35 feet of the intersection of Avenue of the Stars and Pico Boulevard, the minimum setback shall be 35 feet.

Western Studio Property Line: A minimum of 15 feet Development Area 3, and a minimum of 20 feet in Studio Development Areas 5 and 8. Provided, however, that a wall may be constructed and/or maintained at the western Studio Property line. Any demolition and reconstruction of structures requiring a building permit shall observe the same setback requirements.

Olympic Boulevard: A minimum of 40 feet, as determined by the Department of City Planning.

Common Property Line: All portions of the proposed parking structure in Studio Development Area 2 greater than 312 feet above mean sea level shall be set back from the Common Property Line as follows:

- Eight feet immediately adjacent to the north end of the Hotel pool.
- Twenty-one feet at the south end of Studio Development Area 2.
- A distance determined by a straight line connecting the two points in the setback provisions above for the area between the north end of the Hotel pool and the south end of Studio Development Area 2.
- No setback is required from the north end of Studio Development Area 2 to the northern end of the Hotel Pool.

6. **Parking.**

- a. **New Parking Spaces.** In addition to existing parking facilities, the property owner shall provide above grade, subterranean and/or surface parking in connection with and at the time of construction of

each new building. The minimum number of on-site parking spaces serving the Studio Property for both new and existing buildings shall be as follows:

- 1) At least 3 spaces per 1,000 Gross Square Feet of new Studio Office Use facilities.
- 2) At least 1.6 spaces per 1,000 Gross Square Feet of new Studio Production/Post-Production Use, Support Use and Ancillary Support Use facilities.

- b. **Maximum Number of Parking Spaces.** The total number of parking spaces on the Studio Property shall not exceed 4,500, and the location and type of parking spaces provided must conform with the limitations set forth in Table 1.

- c. **Reduced Parking.** The property owner may apply for approval of reduced parking requirements as a result of, or in connection with, the implementation of traffic demand management policies pursuant to the procedures provided in LAMC Section 12.21 A 4 (y) or Section 12.27 J.

7. **Transportation Requirements.**

- a. **Trip Cap Monitoring Program.** Prior to the issuance of a building permit for a building which would cause Studio Office Use facilities to reach or exceed 50,000 cumulative net new Gross Square Feet, the property owner shall implement the Trip Cap Monitoring Program described more fully in Appendix 1, Trip Cap Monitoring Program.

- b. **Trip Transfer Prohibited.** The transfer of Actual or Allowable Trips between the Studio Property and other sites shall be prohibited.

- c. **Transportation Demand Management Plan.** The property owner shall submit to the Department of Transportation for its approval and implement a Transportation Demand Management TDM Plan which is in substantial conformance with the TDM Plan program elements set forth in Appendix 2, Transportation Demand Management Plan Program Elements. Compliance with the Allowable Trip limitations of the Trip Cap Monitoring Program shall be deemed compliance with the TDM Plan.

- d. **Access.** Vehicular access to the Studio Property shall be as follows:

- 1) The existing access at Pico Boulevard and Motor Avenue shall be closed prior to the end of Phase 2; provided, however, in the event the Department of Transportation implements a through-traffic restriction at Pico Boulevard and Motor Avenue to prohibit north/south through-traffic at the existing Studio Property driveway at Motor Avenue and Pico Boulevard, as provided for

by Mitigation Monitoring Program measure N.a.20., this closure shall not be required;

- 2) The Avenue of the Stars and Empyrean Way access shall be opened prior to the end of Phase 3;
- 3) The Galaxy Way access shall be improved prior to the end of Phase 1;
- 4) Access at Pico Boulevard near the westerly end of the Studio Property (the Pico West access) shall be opened prior to the end of Phase 2; provided, however, in the event the Department of Transportation implements a through-traffic restriction at Pico Boulevard and Motor Avenue to prohibit north/south through-traffic at the existing Studio Property driveway at Motor Avenue and Pico Boulevard, as provided for by Mitigation Monitoring Program measure N.a.20., this opening shall not be required; and
- 5) The entrance at Olympic Boulevard for ingress only for passenger vehicles eastbound on Olympic Boulevard shall be opened prior to the issuance of a building permit which would cause Average Daily Trips at the Studio Property to exceed 11,500 Trips.

e. **Transportation Improvements.** The property owner shall comply with the improvements listed in Appendix 3.

f. **Review by Department of Transportation.**

- 1) Prior to the issuance of a building permit for Material Construction, the schematic plans for Studio Property access and driveways shall be reviewed by the Department of Transportation to assure compliance with applicable ordinances and regulations.
- 2) Prior to the start of Phase 2, the property owner shall certify to the Department of Transportation that at least 50 percent of the vehicles transporting full-time permanent employees employed by the property owner at the Studio Property utilize the Galaxy Way access and/or the Olympic Boulevard entrance.

8. Landscaping.

- a. **General Requirements.** Open areas not used for streets, walkways or driveways or vehicle parking which are visible off-site at street level shall be landscaped prior to the start of Phase 3. Those areas adjacent to new Studio Project buildings and structures which face public streets shall be landscaped in connection with the new construction in accordance with a landscaping plan, which includes a schedule for implementation of the

landscaping, prepared by a licensed architect or landscape architect.

b. **Intersection of Avenue of the Stars and Pico Boulevard.** Prior to the issuance of a building permit which will cause Average Daily Trips at the Studio Property to exceed 11,500, the plan for landscaping along Avenue of the Stars and Pico Boulevard shall be submitted to the Director of City Planning for review and approval. The landscaping plan shall provide for a park-like area at the intersection of Avenue of the Stars and Pico Boulevard approximately 35 by 35 feet in size. The landscaping for such intersection shall include mature trees and other plant materials and may, at the property owner's sole discretion, include without limitation hardscape elements such as walkways, low walls, art work, fountains or similar elements.

c. **Studio Development Area 2.** Landscape planters shall be incorporated into parapets at the parking structure edge closest to the Common Property Line and into all exposed parapet edges running parallel to the Common Property Line, within a distance of 150 feet of the Common Property Line. Landscaped islands shall be provided on the rooftop parking area at a frequency of approximately one per 3,600 square feet.

d. **Studio Development Area 4.** A landscaped buffer shall be provided on top of new buildings or structures within 25 feet measured in any direction from the Common Property Line. If no new buildings or structures are built within 25 feet of the Common Property Line, no landscaping shall be required.

9. **Billboards.** No billboards shall be permitted at or adjacent to the perimeter of the Studio Property, except that billboards which are related to the Studio Use of the Studio Property shall be permitted on the Olympic and Pico Boulevard sides of the Studio Property.

10. **Antennas.** Any new earth-to-satellite dishes added at the Studio Property shall have microwave radiation leakage characteristics (based on power and directivity) which are less than 10 microwatts per square centimeter on the ground at the perimeter of the Studio Property or at any structure beyond the perimeter of the Studio Property. The transmission shall not be directed at any point on the ground or at any structure. After the first new earth-to-satellite dish has been installed and placed in operation at the Studio Property, the property owner shall, within 90 days and annually thereafter, submit to the Planning Department a certification that the standards described herein have been met. Such certification shall be prepared by an independent engineering firm retained by the property owner which shall monitor all earth-to-satellite dishes on the Studio Property while operating at full power. The property owner shall provide landscaping on the Studio Property sufficient to shield the new earth-to-satellite dishes from the view of adjacent streets.

11. Historic Preservation.

- a. **Applicable Law.** This Section regulates the Alteration, preservation, relocation or demolition of Preserved Buildings, the demolition of Contributing Buildings, and the construction of new structures, with respect to their effect within and upon the Historic Studio Area. The requirements of this Section and the Historic Preservation Plan shall be the exclusive historic preservation requirements applicable to the Studio Zone. The requirements of Section 91.0303(e) of the LAMC, and any other provisions governing the Alteration, relocation or demolition of Preserved Buildings adopted pursuant to the California Environmental Quality Act, and Sections 22.120 et seq. of the Los Angeles Administrative Code, and any other provisions governing the nomination and designation of City historic monuments, shall not apply in the Studio Zone unless otherwise expressly stated in this Specific Plan.
- b. **Historic Preservation Plan.** Prior to issuance of a Studio Project building permit, the property owner shall begin implementation of a Historic Preservation Plan prepared by a Historic Preservation Expert in accordance with the requirements of the Mitigation Monitoring Plan. The Historic Preservation Plan shall provide appropriate guidance for the Alteration, preservation or relocation of Preserved Buildings, standards for demolition of Preserved and Contributing Buildings, and criteria for new construction, in order to maintain the character of the Historic Studio Area. Prior to the issuance of a Studio Project building permit, the property owner shall submit a copy of the Historic Preservation Plan to the Department of Building and Safety.
- c. **Mitigation Monitoring Program.** Prior to the issuance of a building or demolition permit, the property owner shall comply with the applicable requirements set forth in the Mitigation Monitoring Program for new construction, the demolition of a Contributing Building, or the Alteration, preservation, relocation or demolition of a Preserved Building.

12. Exterior Lighting.

- a. **Lighting Plan.** A lighting plan for each new building shall be prepared to ensure that on-site exterior lighting does not shed more than three footcandles upon neighboring residences and hotel rooms. The lighting plan shall be reviewed for compliance with this requirement by the Department of City Planning.
- b. **Outdoor Lighting.** New outdoor lighting at the perimeter of the Studio Property, other than for signs or billboards along Pico Boulevard, shall be limited to that required for safety, security, highlighting and landscaping as determined by the Department of City Planning.

- c. **Parking Structures.** Parking structures adjacent to and facing the perimeter of the Studio Property shall be designed to shield public areas and/or adjacent structures on abutting properties from direct glare of automobile headlights as determined by the Department of Building and Safety.

13. **Audience Participation Control.** The sale or distribution on the Studio Property of tickets for the viewing of the production of television programs shall be prohibited. General audiences (excluding employees of the property owner, their families and guests) attending television programs shall be transported to and from the Studio Property in high-occupancy vehicles (buses, vans, etc.) on routes previously approved by the Department of Transportation. General audience parking on-site shall be prohibited.

14. **Screening of Equipment on Roofs.** All roof-mounted mechanical equipment and/or duct work, excluding satellite or microwave antennae dishes, shall be screened from ground and horizontal plane views outside the Studio Property as determined by the Department of City Planning. Mechanical equipment on the rooftops of new structures within Studio Development Areas 2 and 9, and mechanical equipment on the rooftops of new structures within 150 feet of the Common Property Line of Studio Development Area 4, shall be screened from the view of Hotel guests at and above street level.

15. **Underground Utilities.** To the extent physically feasible, all new distribution lines shall be installed underground. The Rules for Electric Service of the Department of Water and Power shall be used to determine the appropriate installation of new distribution lines.

Section 7. ADMINISTRATION.

A. Area A.

The Department of City Planning shall maintain a record of the Trip allocations made pursuant to this Specific Plan, Trips utilized for Projects subsequent to December 25, 1981, Trips arising from demolition of any Project or portion thereof, Trips arising from a change of use of a Project or portion thereof (changing the Trips generated by such Project), any transfers of Trips between parcels within Specific Plan Area A or to the area governed by the Century City North Specific Plan, any allocation of Trips to specific lots resulting from a subdivision, and such other records as may be necessary or desirable to provide an accurate and up-to-date account of the Trips available for use on any lot within Specific Plan Area A. Such records shall be available for public inspection. The Department of City Planning shall upon request of any property owner within Specific Plan Area A provide a certification of the number of Trips currently available to such property owner's lot. Any change in the number of Trips available to any lot or lots shall be evidenced in a recorded document in a form designed to run with the land and signed by the owner(s) of the lot or lots involved.

B. Area B.

1. The Department of City Planning shall monitor compliance with the maximum Gross Square Feet requirements of Section 6B herein by maintaining an ongoing inventory of existing Gross Square Feet in the Studio Zone of Studio Office Use and non-Studio Office Use, and for each Studio Development Area, as provided in Tables 1 and 2. Prior to issuance of a building or demolition permit, the property owner shall submit an updated inventory of existing Gross Square Feet.
2. Prior to the issuance of a building permit, the Department of City Planning shall review its current inventory of Gross Square Feet and advise the Department of Building and Safety whether the proposed building would be in compliance with the maximum allowable Gross Square Feet requirements of Section 6B of this Specific Plan.

Section 8. INTERPRETATION.

Whenever any ambiguity or uncertainty related to the application of this Specific Plan to the Studio Zone exists so that it is difficult to determine the precise application of these provisions, the Director of Planning or his or her designee shall, upon application by the property owner, issue binding interpretations of the Specific Plan requirements consistent with the purpose and intent of this Specific Plan.

Section 9. OWNER ACKNOWLEDGEMENT OF LIMITATIONS.

Prior to issuance of a building permit, the owner(s) shall execute and record a covenant, in a form designed to run with the land and satisfactory to the City Attorney, containing the owner(s) acknowledgement of the contents and limitations of this Specific Plan.

Section 10. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications thereof which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of this Ordinance are declared to be severable.

Century City South Specific Plan

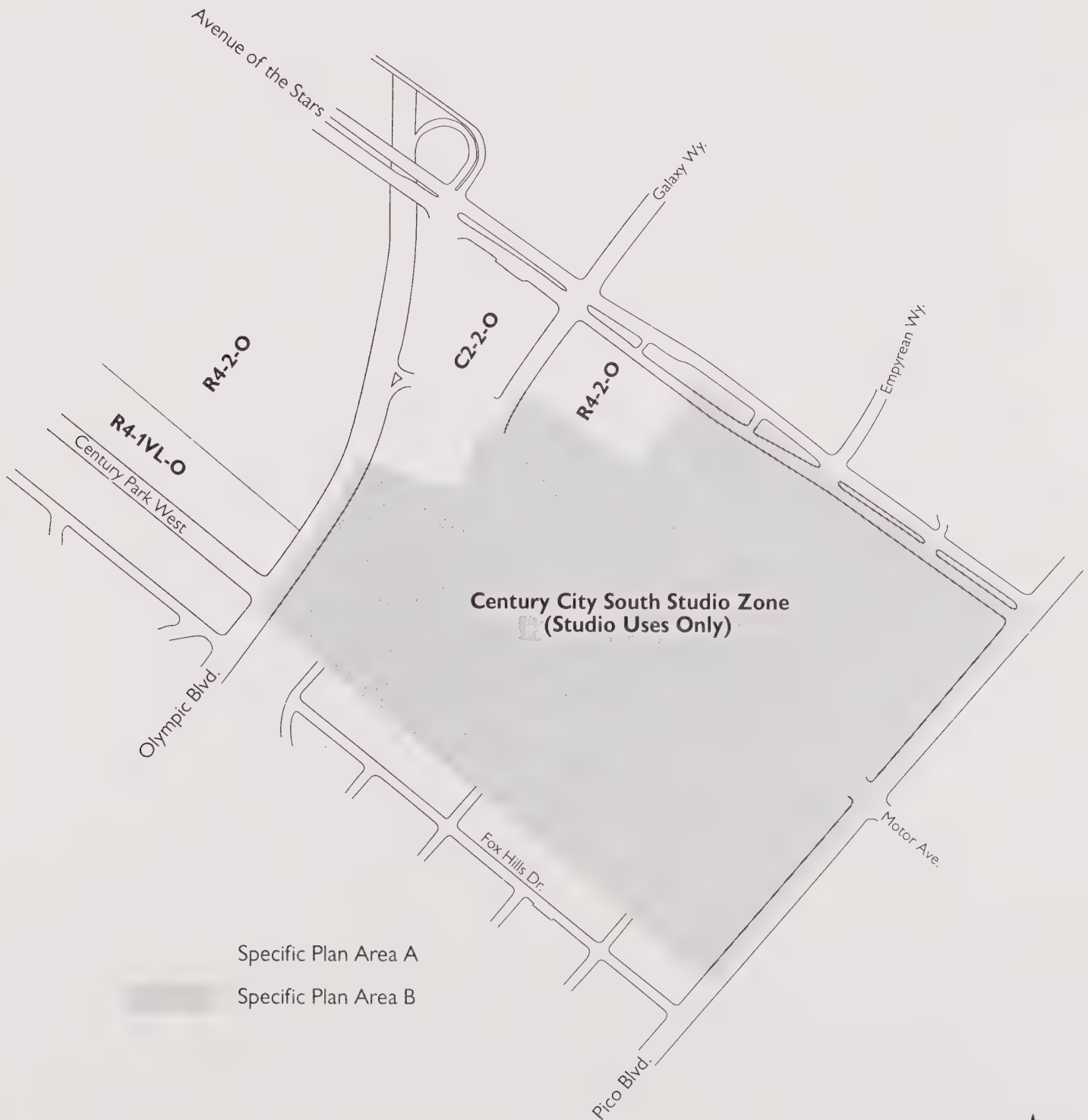


Exhibit 1
Specific Plan Areas

Century City South Specific Plan

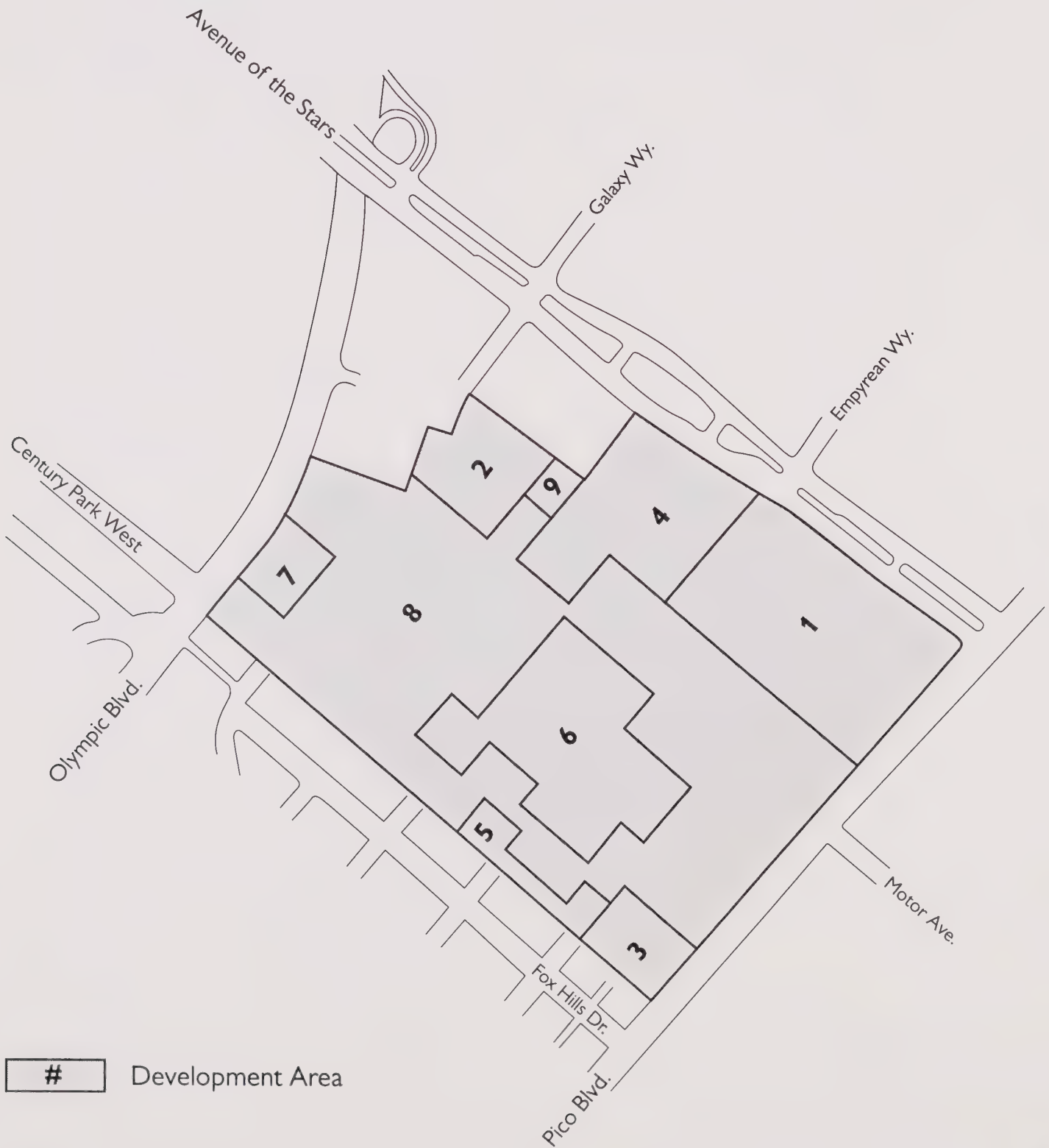


Figure 1
Proposed Site Development Districts
Studio Development Areas

TABLE 1**GROSS SQUARE FEET AND PARKING SPACES
BY STUDIO DEVELOPMENT AREA****Century City South Specific Plan - Area B
(Studio Zone)**

Studio Development Area	Existing Gross Square Feet	Maximum Gross Square Feet (1)	Maximum Parking Spaces (2)
1	64,270	600,500	1,550
2	30,209	50,000	3,000
3	13,071	50,000	1,000
4	90,882	430,600	1,550
5	13,457	63,400	200
6	159,055	359,000	(3)
7	32,554	103,000	600
8	643,422	673,422	(3)
9	14,851	60,000	--
Trailers	<u>61,689</u>	--	--
Total Gross Square Feet	<u>1,123,460</u>		

Notes:

- (1) Although the maximum Gross Square Feet of development on the Studio Property shall not exceed 1,895,000, the property owner may develop each Studio Development Area subject to the square footage limitations for each Studio Development Area described above.
- (2) Although the maximum number of parking spaces on the Studio Property shall not exceed 4,500, the property owner may provide parking spaces anywhere on the Studio Property, subject to the limitations for each Studio Development Area described above and in Section 6B6 of this Specific Plan.
- (3) Existing parking may be retained, but no additional spaces may be provided.

TABLE 2

INVENTORY OF GROSS SQUARE FEET BY BUILDING AND TYPE OF USE

Century City South Specific Plan - Area B
(Studio Zone)

Bldg. No.	Name	Gross Square Feet	Studio Office	Non-Studio Office	Studio Development Area
1	TELEVISION	24166	24166		8
2	LITTLE THEATER	3507		3507	8
3	TV PRODUCTION	3229	3229		8
4	MUSIC/ED BLDG	3150		3150	8
5	PROJECTION 2 & 3	4213		4213	8
6	EDITORIAL ANNEX	3002	2231	771	8
9	STAGE #6	30589		30589	8
10	FAN ROOMS	1680		1680	8
11	STAGE #5	30589		30589	8
12	ADMINISTRATION	37035	31277	5758	6
12A	PAYROLL ANNEX	4200	4200		6
14	FILM VAULTS	252		252	8
15	PLUMBING	1582		1582	2
16	POWER HOUSE NORTH	2562		2562	8
17	POWER HOUSE SOUTH	1344		1344	8
18	PROJECTION	4631		4631	8
19	CAMERA REPAIR	2867		2867	8
21	FANS	1365		1365	8
22	BOILERS/CHILLERS	3897		3897	8
23	PROJECTION RM "C"	1567		1567	8
24	FANS	1365		1365	8
25	SCORING/STAGE 1	10235		10235	8
26	CAMERA LOADING	10121		10121	8
27	STAGE #2	8395		8395	8
28	STAGE #3	7751	545	7206	8
29	FILM EDITING	12408	6333	6075	8
30	STAGE #4	7770		7770	8
31	TELEPHONE/INSURANCE	7670	2372	5298	8
32	CUTTING BLDG/PROD	24375		24375	8
38	"B" BLDG/PURCHASING	14583	10211	4372	8
39	STAGE #9	19551		19551	6
40	FAN ROOM	1575		1575	7
41	STUDIO SERVICES	13419	3014	10405	6
42	BUNGALOWS 9 & 10	3273	3273		8
43	BUNGALOW #5	1142	1142		5
45	BUNGALOW #12	989	989		8
49	BUNGALOW #7	1281	1281		8
50	BUNGALOW #6	1238	1238		5
51	GUARD HOUSE	317		317	8
52	PRINT SHOP/SCRIPT	5565		5565	8
53	FILM VAULT	1087		1087	8
54	"A" BUILDING	4666	4666		8
57	COMMISSARY/STORE	16800		16800	2
58	FEATURE PROD/WARDROBE	9609	2046	7563	2
59	FEATURE PRODUCTION	9802	9536	266	8
61	FILM VAULTS	785		785	6
69	HOSPITAL	1164		1164	8

TABLE 2 (Continued)

INVENTORY OF GROSS SQUARE FEET BY BUILDING AND TYPE OF USE

Century City South Specific Plan - Area B
(Studio Zone)

Bldg. No.	Name	Gross Square Feet	Studio Office	Non-Studio Office	Studio Development Area
71	BUNGALOW #1	305	305		8
72	BUNGALOW #2	509	509		8
73	BUNGALOW #3	423	423		8
75	BUNGALOW #4	335	335		8
76	BUNGALOW #11	353		353	8
77	PARK ROW	3347	3347		5
78	PRODUCTION BUNGALOW	4188	4188		6
79	LASKY BLDG & PROJ #9	3780	2371	1409	8
80	WRITERS BUILDING	13205	11478	1727	8
82	ELECTRICAL FIXTURES	8642		8642	6
85	STAGE #8	30589		30589	8
86	STARS BUILDINGS	9647	9647		8
88	EXECUTIVE BUILDING	86625	81396	17693	8
89	WILLIAM FOX BUILDING	100966	83273	17693	8
90	STAGE #14	28899		28899	8
92	STAGE #15	28899		28899	8
94	POWER PLANT #2	7010		7010	8
97	STAGE #16	28899		28899	8
98A	STAGE #10	18113		18113	8
98B	STAGE #11	18113		18113	8
203	NEW WRITERS BUILDING	5823	5823		6
205	PROCESS STORAGE	2344		2344	8
208	PUMP HOUSE	341		341	8
211	WARDROBE	2218		2218	2
214	WEIR BUILDING	5505	4295	1210	8
215	PRODUCTION BUNGALOW	3463	3463		6
216	EDITORIAL BUNGALOW	1176		1176	5
217	EDITORIAL BUNGALOW	1157		1157	5
218	EDITORIAL BUNGALOW	1157		1157	5
221	COOLING TOWER BLDG	1100		1100	8
222	MUSIC BUNGALOW	2035	2035		8
226	ZANUCK THEATRE	30979		30979	7
227	CORPORATE RECORDS	6187		6187	6
303	PRODUCERS BUILDING	1968	1968		4
307	CUTTING	1181		1181	5
310	GRIP DEPT	21808		21808	6
341	GREEN HOUSE	1890		1890	3
352	STAFF SHOP (PLASTER)	3150		3150	4
631	CRAFT CENTER	49419		49419	1
649	GARAGE	8319		8319	3
651	SET LIGHTING	19476		19476	4
652	LANDSCAPE	1602		1602	3
653	PROP & ELECTRICAL	33954		33954	6
655A	ACCESSORY BLDG 1	2601	2601		4
655	STAGE #17	16007	16007		4
656	STAGE #18	16027		16027	4
657	STAGE #19	14851		14851	1
658	STAGE #20	14851		14851	4
659	STAGE #21	14851		14851	4

TABLE 2 (Continued)

INVENTORY OF GROSS SQUARE FEET BY BUILDING AND TYPE OF USE

Century City South Specific Plan - Area B
(Studio Zone)

Bldg. No.	Name	Gross Square Feet	Studio Office	Non-Studio Office	Studio Development Area
660	STAGE #22	14851		14851	9
661	NURSERY SHED	1260		1260	3
662	EDITORIAL BUNGALOW	939		939	5
663	EDITORIAL BUNGALOW	936		936	5
664	CREDIT UNION	991		991	4
665	CREDIT UNION	960		960	4
666	EDITORIAL BUNGALOW	1184		1184	5
667	PICO APTS-TRANSP & CAST	4509	2295	2214	X
701	TRAILER	336	336		6
702	TRAILER	546	546		6
703	TRAILER	546	546		6
704	TRAILER	441	441		8
705	TRAILER	546		546	6
706	TRAILER	1562	1562		6
707	TRAILER	231		231	8
708	TRAILER	546	546		6
709	TRAILER	441	441		6
710	TRAILER	336		336	8
711	TRAILER	504		504	6
712	TRAILER	441	441		5
713	TRAILER	546	546		6
714	TRAILER	546	546		6
715	TRAILER	441	441		5
716	TRAILER	1512	1512		
721	TRAILER	1411	1411		8
727	TRAILER	1436	1436		8
728	TRAILER	546	546		8
729	TRAILER	1512	1512		8
730	TRAILER	2093	2093		8
731	TRAILER	655	655		6
732	TRAILER	3346	3346		8
742	TRAILER	252	252		8
743	TRAILER	5040	5040		4
745	TRAILER	2898	2898		4
746	TRAILER	3381	3381		8
747	TRAILER	6295	6295		4
748	TRAILER	1764	1764		7
749	TRAILER	2893	2893		8
750	TRAILER	1138	1138		4
751	TRAILER	840		840	8
752	TRAILER	6502	6502		4
755	TRAILER	712	712		6
756	TRAILER	712	712		8
757	TRAILER	1512	1512		8
758	TRAILER	756	756		5
761	TRAILER	1310	1310		8
762	TRAILER	655	655		8
Total Gross Square Feet		<u>1,123,460</u>	<u>384,813</u>	<u>738,647</u>	

TABLE 3

PRESERVED BUILDINGS

Century City South Specific Plan - Area B
(Studio Zone)

<u>Bldg. No.</u>	<u>Name</u>	<u>Building Type</u>
1	TELEVISION	OFFICE
2	LITTLE THEATRE	POST-PRODUCTION
3	TV PRODUCTION	PRE-PRODUCTION
4	MUSIC EDITORIAL	POST-PRODUCTION
5/6	PROJECTION	POST-PRODUCTION
9/10	STAGE 6 / FAN ROOM	STAGE
11	STAGE 5	STAGE
14	VAULT	STORAGE
16/17	POWER HOUSE	UTILITY
18/19	PROJECTION / CAMERA	STUDIO SERVICES
21	AIR CONDITIONING	UTILITY
22	HEATING & COOLING	UTILITY
23	PROJECTION ROOM C	POST-PRODUCTION
24	AIR COND. APPARATUS	UTILITY
25/26/27	STAGE 1	STAGE
28/29/30	STAGES 3 & 4	STAGE
31	COMMUNICATIONS	OFFICE
38	ART DEPARTMENT	ACTOR SERVICES
42	BUNGALOW 9	RESIDENCE
44	BUNGALOW 10	RESIDENCE
45	BUNGALOW 12	RESIDENCE
49	BUNGALOW 7	RESIDENCE
51	GUARD HOUSE	STUDIO SERVICES
52	SCRIPT	PRE-PRODUCTION
53	FILM VAULT	STORAGE
54	"A" BUILDING	ACTOR SERVICES
59	FEATURE PRODUCTION	ACTOR SERVICES
69	HOSPITAL	RESIDENCE
71/72	BUNGALOWS 1 / 2	RESIDENCE
73	BUNGALOW 3	RESIDENCE
75	BUNGALOW 4	RESIDENCE
76	BUNGALOW 11	RESIDENCE
78	PRODUCTION BUNGALOW	RESIDENCE
79	LASKY BUILDING	OFFICE
80	OLD WRITERS BUILDING	OFFICE
85	STAGE 8	STAGE
86	STARS BUILDING	ACTOR SERVICES
88	EXECUTIVE BUILDING	OFFICE
89	WILLIAM FOX BUILDING	PRE-PRODUCTION
90	STAGE 14	STAGE
92	STAGE 15	STAGE
94	POWER PLANT	UTILITY
97	STAGE 16	STAGE
98	STAGES 10 / 11	STAGE
214	WEIR BUILDING	OFFICE
221	COOLING TOWER	UTILITY

TABLE 4

CONTRIBUTING BUILDINGS FOR WHICH DEMOLITION IS PERMITTED

Century City South Specific Plan - Area B
(Studio Zone)

<u>Bldg. No.</u>	<u>Name</u>	<u>Building Type</u>
12	ADMINISTRATION	PRE-PRODUCTION
15	PLUMBING	STUDIO SERVICES
32	CUTTING BUILDING	POST-PRODUCTION
39/40	STAGE 9 / FAN ROOM	STAGE
41	STUDIO SERVICES	BARN
57	COMMISSARY	STUDIO SERVICES
61/68	FILM VAULT	STORAGE
77	PARK ROW	OFFICE
205	AIR CONDITIONING	UTILITY
216	EDITORIAL BUNGALOW	RESIDENCE
217	EDITORIAL BUNGALOW	RESIDENCE
218	EDITORIAL BUNGALOW	RESIDENCE
303/339	PRODUCERS BUILDING	OFFICE
307	PRODUCTION OFFICE	STORAGE

APPENDIX 1

TRIP CAP MONITORING PROGRAM

Century City South Specific Plan - Area B (Studio Zone)

1. Definitions

A. Actual Trips

Daily Trips, A.M. Peak Hour Trips and P.M. Peak Hour Trips.

B. Adjusted Trip Generation Factor

The trip generation factors for Studio Office Use and Studio non-Office Use, respectively, adjusted based on Average Daily Trips in the previous reporting period, in accordance with Section 9 herein.

C. A.M. and P.M. Peak Hour Trips

Vehicle trips during the one-hour period between 8 a.m. to 9 a.m. and from 5 p.m. to 6 p.m., respectively, measured in accordance with Section 5 herein.

D. Average Daily Trips

Daily Trips averaged over a reporting period for all weekdays (excluding weekends).

E. Current Trip Generation Factor

The trip generation factors for Studio Office Use and Studio non-Office Use, respectively, before adjustment in each reporting period based upon Average Daily Trips. Prior to preparation of the first Studio Traffic Monitoring Report, the Current Trip Generation Factors shall be 12.33 per 1,000 Gross Square Feet for Studio Office Use and 4.71 per 1,000 Gross Square Feet of non-Studio Office Use.

F. Daily Trips

Vehicle trips, measured in accordance with Section 5 herein, over 24 hours on a 5-day week basis (excluding weekends).

G. Existing Projected Trips

The number of vehicle trips expected to be generated by facilities existing at the time, determined by multiplying the Gross Square Feet of all existing occupied and unoccupied Studio Office Use and non-Studio Office Use, and the Gross Square Feet authorized by unexpired building permits, by the corresponding Current Trip Generation Factor.

H. New Projected Trips

The number of vehicle trips expected to be generated by construction of a Studio Project building, determined by multiplying the Gross Square Feet of the proposed building by the corresponding Adjusted Trip Generation Factor.

I. Total Projected Trips

The sum of Existing Projected Trips and New Projected Trips.

J. Report

The Studio Traffic Monitoring Report, as described in Section 6 A herein.

2. Implementation of Trip Cap Monitoring Program

No later than the issuance of a building permit or permits that would result in the addition of 50,000 cumulative net new Gross Square Feet or more of Studio Office Use, the property owner shall implement this Trip Cap Monitoring Program.

The property owner and the Department of Transportation may agree from time to time upon modifications, changes and alternatives to this Trip Cap Monitoring Program, provided that the Allowable Trip limitations provided herein are effectively achieved.

3. Allowable Trips

The Allowable Trips within the Studio Zone shall be:

	Allowable Average Daily Trips*	Allowable Daily Trips*	Allowable A.M. Peak Hour Trips*	Allowable P.M. Peak Hour Trips*
Phase 1	11,500	15,646	1,531	1,019
Phase 2	14,310	15,646	1,531	1,019
Phase 3	N/A	15,646	1,531	1,019

*The stated limitation may not be exceeded without penalties as provided in Section 6 herein.

4. Redesignation of A.M. or P.M. Peak Hour

The Department of Transportation may redesignate the a.m. and/or p.m. peak hour after implementation of the Trip Cap Monitoring Program pursuant to a schedule of a.m. and p.m. peak hour factors contained in the Council File No. 93-0909 by providing the property owner with one year's advance notice of the revised peak hour. If the Department of Transportation redesignates the a.m. and/or p.m. peak hour, then the corresponding peak hour Allowable Trip limitation shall be adjusted pursuant to the schedule provided in the Council File No. 93-0909. Redesignation shall not occur until at least four Reports, as described in Section 6A below, have been completed and may not be changed more often than every three years.

5. Measurement of Actual Trips

A. Commencement of Measurement

The commencement of measurement of Daily Trips and A.M. and P.M. Peak Hour Trips shall be required on the first June 1 or December 1 following issuance of a building permit or permits that would result in the addition of 50,000 cumulative net new Gross Square Feet of Studio Office Use. Measurement of trips shall continue for each period thereafter.

B. Measurement of Vehicle Trips

Actual measurement of vehicle trips (by machine or electronically) shall be conducted 24 hours per day, 5 days per week, excluding weekends. All vehicles, including motorcycles, entering or exiting all Studio Property access points shall be counted with the following exceptions: bicycles, scooters, mopeds, vehicles used by Studio Property security personnel, other two-wheeled motorized vehicles, electric carts and "off-highway vehicles," such as golf carts; construction-related vehicles (i.e., construction equipment, materials, delivery vehicles and construction employees' personal vehicles); and vehicles with more than two axles. Manual counts or other reliable procedures shall also be conducted periodically as the basis for calculating the exclusions described herein. In each case, such exclusion shall equal the number of trips by excludable vehicles measured during manual monitoring multiplied by the proportion of the time period during which manual monitoring has been conducted to the corresponding time period for each category of Allowable Trips (i.e., 24 hours for Allowable Average Daily Trips or one hour for Allowable A.M. or P.M. Peak Hour Trips).

The property owner shall provide all necessary hardware and software for this Trip Cap Monitoring Program.

C. Minimum Reported Daily Trips

For purposes of calculating Average Daily Trips, if the number of Daily Trips measured for any 24-hour period is less than 8,000, the Daily Trips reported shall be deemed 8,000 Daily Trips, notwithstanding the actual number of vehicle trips counted that day. This provision, however, shall not apply to the first 20 24-hour weekday periods, up to ten 24-hour weekday periods per month, in any six-month reporting period during which the actual number of Trips counted is less than 8,000 Daily Trips. After the first such 20 24-hour weekday periods, or ten 24-hour weekday periods in one month, the number of Trips reported shall be 8,000, or the actual number of trips measured, whichever is higher.

D. The Department of Transportation Trip Counts

The Department of Transportation may conduct its own trip counts in a reasonable time and manner so as not to interfere with the property owner's operations, consistent with the methodology described herein, in order to verify the accuracy of trip counts. The property owner shall fully cooperate with the City in the latter's monitoring effort including, but not limited to, permitting the placement of City-employed count personnel and trip monitoring devices at Studio Property access points.

6. Monitoring and Enforcement

A. Studio Traffic Monitoring Report

A Report shall be submitted by the property owner to the Department of Transportation and the Department of City Planning no later than 60 days following each measurement period. The Report shall be made available by the Department of Transportation to members of the public and other public agencies upon request. The Report shall be based upon traffic monitoring conducted during the previous reporting period.

The Report shall contain at least the following information:

- (1) Average Daily Trips, Daily Trips, and A.M. and P.M. Peak Hour Trips for the reporting period.
- (2) A comparison of Average Daily Trips, Daily Trips, and A.M. and P.M. Hour Trips with the corresponding level of Allowable Trips provided in Section 3 herein.
- (3) An inventory of the Gross Square Feet of all existing buildings, those for which a building permit has been issued, and those for which a demolition permit has been issued in the Studio Zone.
- (4) Data concerning ridesharing program utilization for the Studio Property (e.g., the number of operating vanpools, buspools, and carpools, and vehicle occupancy).
- (5) Adjustment of trip generation factors pursuant to Section 8 herein.

B. Additional Trip Reduction Measures

Within 90 days of notification by the Department of Transportation that any combination of Daily Trips, A.M. Peak Hour Trips and/or P.M. Peak Hour Trips, as reported in the Report, have exceeded the applicable category of Allowable Trips on more than 20 days within a six-month period, or that Average Daily Trips have exceeded Allowable Average Daily Trips, the property owner shall, in consultation with the Department of Transportation, devise and implement additional measures designed to reduce vehicle trips to a level equal to or less than Allowable Trips. A report detailing such measures, and indicating how such measures will reduce Actual Trips to Allowable Trips shall be prepared by the property owner and filed with the Department of Transportation. For the purposes of this Trip Cap Monitoring Program, a single day is deemed to have been exceeded if Actual Trips exceed Allowable Trips in one, two or three categories (Daily Trips, A.M. Peak Hour Trips or P.M. Peak Hour Trips) on any given day.

C. Building Permit and Financial Penalties

If two consecutive Reports indicate that a combination of Daily Trips, A.M. Peak Hour Trips and/or P.M. Peak Hour Trips have exceeded the applicable category of Allowable Trips on more than 20 days within a six-month period during both reporting periods, or that Average Daily Trips have exceeded Allowable Average Daily Trips during both reporting periods, each of the following provisions shall apply until a subsequent Report indicates that Actual Trips have not exceeded Allowable Trips in any of the categories for more than 20 exceedance days (Daily Trips, A.M. Peak Hour Trips and P.M. Peak Hour Trips), and that Average Daily Trips have not exceeded Allowable Average Daily Trips. For the purposes of this Trip Cap Monitoring Program, a single day is deemed to have been exceeded if Actual Trips exceed Allowable Trips in one, two or three categories (Daily Trips, A.M. Peak Hour Trips or P.M. Peak Hour Trips) on any given day.

- (1) No additional building permits for any new structures which would increase Total Projected Trips shall be issued. Building permits for activities which would not increase vehicle trips, such as for the replacement of demolished buildings, shall not be affected by this provision.
- (2) The property owner shall pay a financial penalty for violations in the second consecutive reporting period based upon the formula set forth in Section 7 herein. This penalty is based upon the estimated cost for placing a person in a rideshare program for each trip that exceeds the corresponding category of Allowable Trips.

The fee shall be paid in cash or by check within 90 days of notification by the Department of Transportation that Trips have exceeded Allowable Trips for two consecutive reporting periods, and shall be deposited in the West Los Angeles Transportation Trust Fund. The fee shall be spent on mitigation measures which reduce trips in the Century City South Specific Plan area or the Century City North Specific Plan area.

7. Calculation of Financial Penalties

Step 1. The daily penalty for excess Actual Trips shall be calculated as follows:

Compare Actual Trips with each corresponding category of Allowable Trips. For each day that Actual Trips exceed Allowable Trips, excluding the first 20 days in each six-month period that each category of Actual Trips exceeds the applicable category of Allowable Trips, calculate a penalty for each category by multiplying the following amounts by the number of excess Actual Trips over the corresponding category of Allowable Trips as follows:

- \$ 3.20 per excess Daily Trip
- \$ 12.40 per excess A.M. Peak Hour Trip
- \$ 12.40 per excess P.M. Peak Hour Trip

For each day, select the highest penalty calculated pursuant to the formula described above. The highest daily penalties shall be summed for the reporting period.

For successive violations of any category of Allowable Trips in consecutive six-month periods, excluding the first 20 days in each six-month period that Actual Trips exceed Allowable Trips, the penalty amounts shall be increased by multiplying the penalty listed above by the following factor, as follows:

- First six-month period violation factor--no penalty
- Second six-month period violation factor--1.00
- Third six-month period violation factor--1.25
- Fourth six-month period violation factor--1.75
- Fifth six-month period violation factor--2.50

For further violations, the applicable factor shall be determined by adding to the prior six-month period violation factor the sum of .25 plus the difference between the two most recent six-month period violation factors. (For example, subtract 1.75, the fourth six-month period violation factor, from 2.50, the fifth six-month period violation factor, for a result of .75. Add .25 to .75, and add the result of 1.00 to the fifth six-month period violation factor, 2.50, to obtain the sixth six-month period violation factor of 3.50.)

The penalty amounts shall continue to be increased pursuant to the factors listed above for each successive period of violation until there is a subsequent six-month period of compliance with all categories of Allowable Trips. Thereafter, financial penalties for further noncompliance with Allowable Trips shall be determined, as described above, by applying the six-month period violation factors, beginning with the first six-month period violation factor, to the penalty amounts for each successive period of noncompliance.

Finally, determine the sum of all such daily penalties selected in the reporting period pursuant to this Step 1.

Step 2. The penalty for violations of Average Daily Allowable Trips shall be calculated as follows:

During each reporting period, multiply the excess of Average Daily Trips over Allowable Average Daily Trips by \$ 400. For successive violations of Average Daily Allowable Trips in consecutive six-month periods, the penalty amount shall be adjusted in accordance with the steps provided in Step 1.

Step 3. Determine penalty to be imposed.

The property owner shall pay, in accordance with the procedures described in Section 6C, the higher of the amounts calculated pursuant to Step 1 and Step 2.

8. Reimbursement

The property owner shall reimburse the actual reasonable costs, up to \$5,000 during each calendar year, incurred by the Department of Transportation, in reviewing the Report and for monitoring and conducting its own vehicle trip counts. The Department of Transportation shall submit a written request for reimbursement within 60 days after the close of the calendar year.

Upon receipt of such written request for reimbursement, the property owner shall submit payment for such reimbursement within 60 days.

9. Adjustment of Trip Generation Factors

The issuance of building permits for new Studio Office Use and Studio non-Office Use shall depend upon whether such proposed construction will generate Total Projected Trips that would exceed Phase 1 and Phase 2 Allowable Average Daily Trips. In Phase 3, such new construction may not generate trips that would exceed Allowable Daily Trips. Determination of Total Projected Trips shall be based upon trip generation factors adjusted for Actual Trips. If the addition of such new construction would generate trips that would exceed Allowable Trips, then the building permit shall not be issued.

To determine whether Total Projected Trips from existing and proposed construction would exceed the applicable Phase 1, 2 or 3 Allowable Trip limitations, the following formula shall be used:

Step 1. Determine the Adjusted Trip Generation Factor:

Trip Generation Factors for Studio Office Use and non-Studio Office Use shall be adjusted for each reporting period as follows:

$$\begin{aligned} & (\text{Average Daily Trips/Existing Projected Trips}) \times \text{Current Trip Generation Factor} \\ & = \text{Adjusted Trip Generation Factor} \end{aligned}$$

Step 2. Determine New Projected Trips:

$$\begin{aligned} & (\text{Gross Square Feet of proposed new construction}/1,000) \times \text{Adjusted Trip Generation Factor} \\ & = \text{New Projected Trips} \end{aligned}$$

Step 3. Determine Total Projected Trips:

$$\begin{aligned} & \text{Existing Projected Trips} + \text{New Projected Trips} \\ & = \text{Total Projected Trips} \end{aligned}$$

Step 4. Determine Allowable Gross Square Feet of New Construction:

In Phase 1 and Phase 2, compare Allowable Average Daily Trips to Total Projected Trips. In Phase 3, compare Allowable Daily Trips to Total Projected Trips. If Total Projected Trips are more than the applicable category of Allowable Trips, then the building permit will not be issued for the proposed Gross Square Feet of new construction.

APPENDIX 2

TRANSPORTATION DEMAND MANAGEMENT PLAN PROGRAM ELEMENTS

Century City South Specific Plan - Area B (Studio Zone)

The property owner shall submit to the Department of Transportation for its review and approval and implement a Transportation Demand Management (TDM) Plan. The property owner reserves the right to make changes to the TDM Plan, as necessary, to achieve the best mix of TDM actions to meet commuting needs of employees. Compliance with the Allowable Trip limitations of the Trip Cap Monitoring Program shall be deemed compliance with the TDM Plan.

Some combination of the following TDM services and incentives may be offered to all employees of the property owner:

1. Marketing and Education Measures

- a. Employ one or more trained TDM staff persons on-site on a full-time basis.
- b. Encourage extensive rideshare participation through newsletters, bulletin boards and other similar methods.
- c. Track usage of each TDM incentive or service.
- d. Operate a "Commuter Store" at a visible, central location on the Studio Property.
- e. Utilize prizes and special events to maintain interest and encourage participation in the TDM Plan.
- f. Brief each new employee of the property owner on TDM Plan requirements.

2. On-Site Services Enhancements

- a. Make bus passes available for sale at the Commuter Store.
- b. Enhance and encourage utilization of on-site amenities.

3. Facility Improvements

- a. Establish convenient carpool and/or vanpool loading areas.
- b. Upgrade and expand bicycle racks, showers and lockers.
- c. Contribute to improvements of bike routes on access routes to the Studio Property.
- d. Add or upgrade bus stop facilities near the Studio Property.
- e. Seek improved bus service to the Studio Property, especially on north and south routes.
- f. Support the Department of Transportation express bus service by matching employee fares.

4. Service Operation

- a. Provide information on carpools, vanpools, public transit and bicycles to each employee of the property owner.
- b. Provide personalized assistance to facilitate employee participation in ridesharing.
- c. Expand the vanpool fleet.
- d. Operate a guaranteed ride home program (GRH) for ridesharers only.
- e. Provide short-term auto rental (STAR) service for midday trips.
- f. Participate in the operation of or contribute to the Century City Transportation Management Association midday shuttle service in Beverly Hills.

5. Alternative Work Arrangements

- a. Allow employees to adjust work schedules to accommodate ridesharing arrangements.
- b. Establish staggered work hours to shift studio traffic out of peak commuter hours.
- c. Establish pilot telecommuting programs, such as work-at-home programs or a "telework center."

APPENDIX 3

ACCESS MODIFICATIONS

Century City South Specific Plan - Area B (Studio Zone)

No later than the issuance of a building permit for a Studio Project building which causes Average Daily Trips to exceed 11,500 trips, the property owner shall modify and narrow the raised-median islands on both the north and south legs of Avenue of the Stars at Galaxy Way. Avenue of the Stars shall be restriped to provide an additional left-turn lane in the northbound direction. The property owner shall widen the south side of Galaxy Way by two feet from Avenue of the Stars to a point approximately 240 feet westerly of the Avenue of the Stars centerline to provide a 32-foot half roadway width and 8-foot sidewalk within the existing 40-foot half right-of-way. The property owner shall prohibit eastbound and westbound through traffic by restriping Galaxy Way to provide one left-turn lane and one right-turn lane in the westbound direction, and dual left-turn lanes and one right-turn lane in the eastbound direction.

Prior to the end of Phase 3, the owner shall modify and narrow the raised median islands on both the north and south legs of Avenue of the Stars at Empyrean Way. The owner shall prohibit eastbound and westbound through traffic by restriping Empyrean Way to provide one left-turn lane and one right-turn lane in the westbound direction, and striping the access at Avenue of the Stars and Empyrean Way to provide one left-turn lane and one right-turn lane.

Prior to the end of Phase 2, and no later than the opening of the Pico West access, the property owner shall install dual left-turn lanes on Pico Boulevard at the Pico West access for eastbound traffic in conjunction with two-way left-turn channelization. This channelization shall allow adequate storage for those vehicles turning left into the Pico West access. In addition, it shall provide a storage area on Pico Boulevard for those vehicles making left turns onto or from Fox Hills Drive. Provided, however, that in the event the Department of Transportation implements a through-traffic restriction at Pico Boulevard and Motor Avenue to prohibit north/south through-traffic at the existing Studio Property driveway at Motor Avenue and Pico Boulevard, as provided for by Mitigation Monitoring Program measure N.a.20., this improvement shall not be required.

The owner shall pay for the relocation of any Santa Monica Municipal Bus Lines bus stop facilities caused by the closure of the existing entrance at Pico Boulevard and Motor Avenue and the establishment of the Pico West access.

Except for emergencies, no vehicle or pedestrian access from the western boundary of the Studio Property shall be allowed.

At each vehicular access point, excluding the Pico West access and the Olympic Boulevard entrance, the owner shall provide separate pedestrian access.

270CCS4 (032095)

Part 5

**CENTURY CITY SOUTH SPECIFIC PLAN
Ordinance No. 156,121
Effective December 25, 1991**

**Amended by Ordinance No. 168,862
Effective August 10, 1993**

ADMINISTRATIVE RESPONSIBILITIES

Property Owner

Areas A and B

Prior to the issuance of a building permit, the owner shall execute and record a covenant acknowledging the contents and limitations of the Specific Plan. (9)

Area B

Prior to the issuance of a building permit, the owner shall provide a calculation of the gross square feet for each building for which the permit has been applied to the Department of Building and Safety. (6B2d)

The owner may apply for approval of reduced parking as a result of, or in connection with, the implementation of traffic demand management policies pursuant to procedures provided in LAMC Section 12.21 A 4(g) or 12.27J. (6B6c)

The owner shall implement the trip cap monitoring program prior to the issuance of a building permit for a building which would cause studio office use facilities to reach or exceed 50,000 cumulative net new gross square feet. (6B7a; Appendix 1)

The owner shall submit to Department of Transportation a Transportation Demand Management Plan for its approval and implement a Transportation Demand Management plan which is in substantial conformance with the elements set forth in Appendix 2. (6B7c)

Prior to the start of Phase 2, the owner shall certify to Department of Transportation that at least 50 percent of the vehicles transporting full-time permanent employees employed by the property owner at the studio property utilize the Galaxy Way access and/or the Olympic Boulevard entrance. (6B7f)

The owner shall within 90 days and annually thereafter submit to the Department of City Planning a certification that where any new earth-to-satellite dishes are added microwave radiation leakage standards have been met. (6B10)

Prior to the issuance of a building permit, the owner shall begin implementation of a historic preservation plan addressing factors cited in the Specific Plan including a mitigation monitoring program and shall submit a copy of the plan to the Department of Building and Safety. (6B11b)

Prior to the issuance of a building or demolition permit, the owner shall comply with the applicable requirements set forth in the mitigation monitoring program for new construction, the demolition of a contributing building, or the alteration, preservation, relocation or demolition of a preserved building. (6B11c)

The owner may apply for approval of development in Phase 3 once physical street and intersection improvements and modification of access requirements as required by mitigation monitoring program measures have been met and compliance with the requirements of the trip cap monitoring program for Phase 2 have been met. (6B3)

The property owner shall submit a studio traffic monitoring report to Department of Transportation and the Department of City Planning following each measurement period. (Appendix 1, Section 6)

Department of Building and Safety

The Department of Building and Safety shall not issue building permits for any project or studio project until the Director of Planning has certified in writing that the project or studio project conforms to the requirements of the Specific Plan. (5)

Department of Transportation (DOT)

The Department of Transportation shall review schematic plans for studio property access and driveways prior to the issuance of a building permit for material construction. (6B6f)

Prior to the commencement of Phase 2, the Department of Transportation shall certify that at least 50 percent of the vehicles transporting full-time permanent employees employed by the property owner at the studio property utilize Galaxy Way access and/or the Olympic Boulevard entrance. (6B3f)

The Department of Transportation shall review and approve a Transportation Demand Management plan submitted by the owner. (6B7c, Appendix 2)

Department of City Planning

Area A

The Department of City Planning shall maintain a record of the trip allocations and transfers for all lots and shall upon request of any property owner within Specific Plan Area A provide a certification of the number of trips currently available to such property owner's lot. (7A)

Area B

The Department of City Planning shall determine the minimum setback along Olympic Boulevard for studio projects in Area B. (6B5)

Prior to the issuance of a building permit which will cause average daily trips at the studio property to exceed 11,500, the plan for landscaping along Avenue of the Stars and Pico Boulevard shall be submitted to the Director of Planning for review and approval. (6B8b)

All new roof-mounted mechanical equipment and/or duct work, etc. shall be screened from ground and horizontal plane views outside the studio property as determined by the Department of City Planning. (6B12)

The Department of City Planning shall monitor compliance with the maximum gross square feet requirements of Section 6B by maintaining an ongoing inventory of existing gross square feet of studio and non-studio office use and for each studio development area; and shall advise the Department of Building and Safety whether the proposed building would be in compliance with the maximum allowable gross square feet requirements. (6B, 7B)

Areas A and B

Whenever any ambiguity or uncertainty related to the application of this Specific Plan to the Studio Zone exists so that it is difficult to determine the precise application of these provisions, the Director of Planning shall upon application of the property owner issue binding interpretations of the Specific Plan requirements. (8)

City Planning Commission/City Council

The City Planning Commission, and the City Council upon appeal, shall make the determination on an application for exception to the Specific Plan. (3C)

270CCS5 (021095)

SEPULVEDA CORRIDOR SPECIFIC PLAN
Ordinance No. 168,329
Effective December 13, 1992

An ordinance establishing a specific plan for development in the Sepulveda Corridor.

WHEREAS, on September 6, 1991 the City Council authorized the City Attorney to enter into a settlement agreement in the case Southern Pacific Transportation Company, et al. v. City of Los Angeles, et al.; and

WHEREAS, that settlement agreement includes certain provisions regarding the zoning and uses of the 40-foot railroad right-of-way on the west side of Sepulveda Boulevard south of Olympic Boulevard and north of Pico Boulevard; and

WHEREAS, the West Los Angeles Community Plan states that railroad rights-of-way should be limited to those uses compatible with the shape of the areas, the proximity to roadways, and with adjoining and nearby uses; and

WHEREAS, the Community Plan also calls for the improvement and enhancement of the industrial redevelopment of the Sepulveda industrial area to redevelop older structures, provide street improvements and provide adequate off-street parking and loading facilities; and

WHEREAS, a Sepulveda Corridor Specific Plan is the best planning tool to implement these Community Plan objectives and the provisions of the settlement agreement.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. PURPOSES

The purposes of this Specific Plan are as follows:

- A. To implement the settlement agreement dated September 6, 1991 in the case Southern Pacific Transportation Company v. City of Los Angeles (the "Settlement Agreement");
- B. To implement the provisions of the West Los Angeles Community Plan which identify the Sepulveda industrial area as an area where redevelopment should be enhanced to achieve street improvements, rehabilitation and reconstruction of older structures, and the provision of adequate off-street parking and freight loading facilities;
- C. To enhance the future development of the area by prohibiting construction on the railroad right-of-way on the west side of Sepulveda Boulevard and by allowing a transfer of allowable floor area from the right-of-way to other property in the Specific Plan area.

Section 2. ESTABLISHMENT OF SPECIFIC PLAN

The City Council hereby establishes the Sepulveda Corridor Specific Plan applicable to that area of the City of Los Angeles shown within the heavy black lines on the Specific Plan map.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE

The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Chapter I of the Los Angeles Municipal Code and do not convey any rights not otherwise granted under the provisions and procedures contained in that chapter, except as specifically provided herein.

Section 4. DEFINITIONS

The following words, whenever used in this Specific Plan, shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Section 12.03 of the Los Angeles Municipal Code.

Donor Site: That area designated on the Specific Plan map constituting the westerly 20 feet of the 40-foot railroad right-of-way along the west side of Sepulveda Boulevard, south of Olympic Boulevard and north of Pico Boulevard.

Receiving Site: That area designated on the Specific Plan map constituting the properties between Pontius Avenue and Sepulveda Boulevard, south of Olympic Boulevard and north of Pico Boulevard.

Section 5. BUILDING INTENSITY

- A. **Base Permitted Floor Area.** The base permitted floor area on all lots within the Specific Plan area shall be one and one-half times the buildable area of the lot.
- B. **Restrictions on Donor Site.** No new buildings or structures other than those in existence on August 11, 1991 may be erected or maintained upon the area designated as the Donor Site, except such structures as are required for a surface parking area in the M2 Zone pursuant to Municipal Code Section 12.21 A 6.
- C. **Additional Permitted Floor Area.** The permitted floor area on any portion of the Receiving Site may be increased to a maximum 3:1 FAR through the transfer of unused permitted floor plan from the Donor Site. A total permitted floor area of 37,179 square feet may be transferred from the Donor Site, provided that the prohibition against the erection or maintenance of structures upon the Donor Site set forth in Section 5 B hereof is guaranteed by covenant as provided for in the Settlement Agreement. Each transfer of additional permitted floor area shall be evidenced by a covenant executed and recorded by each of the owners of the parcels involved setting forth the amount of additional or transferred floor area and binding such owners and their successors or assignees.

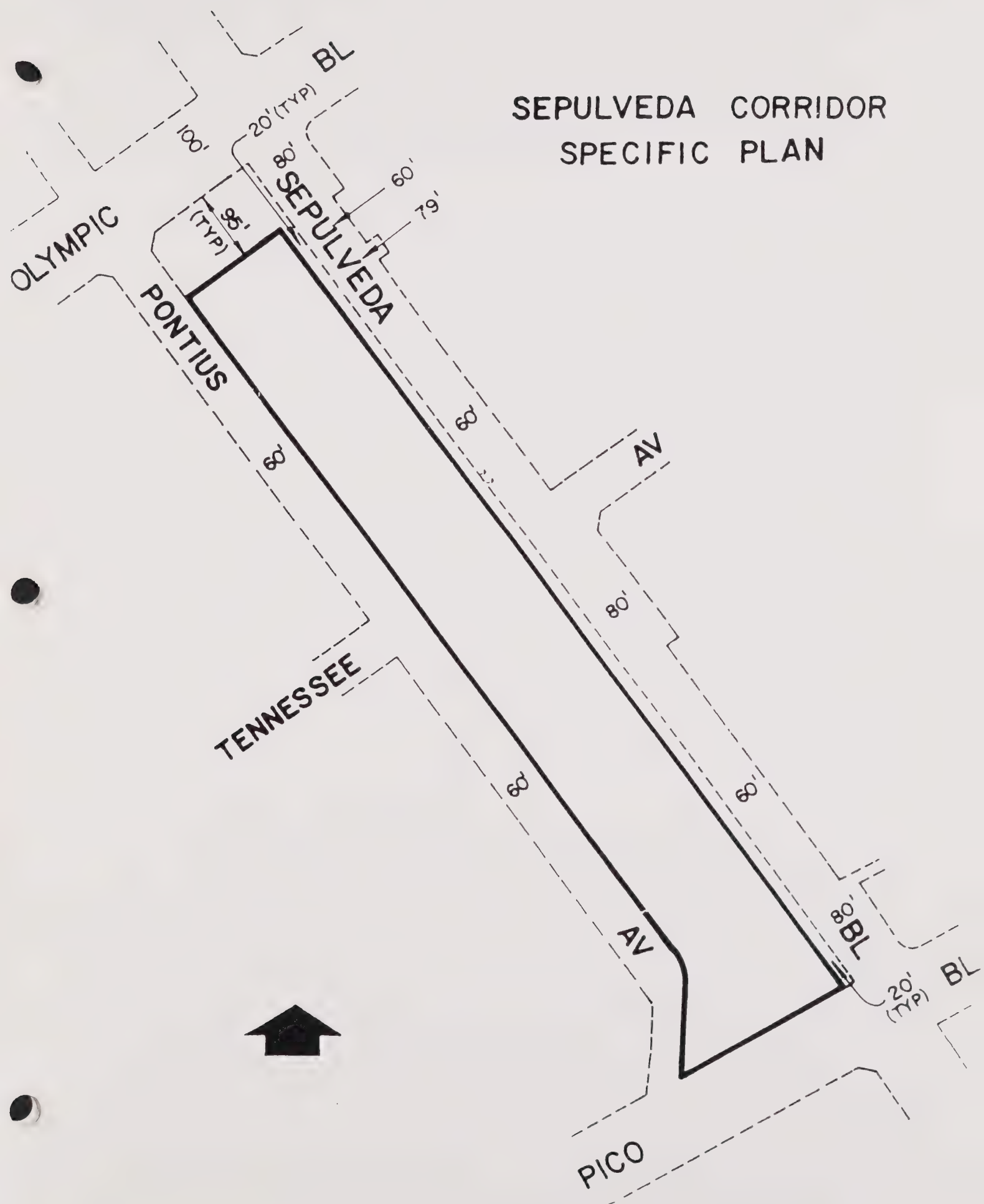
- D. The additional permitted floor area allowed under Section 5 C hereof may be utilized on the Receiving Site only in accordance with applicable building and zoning code provisions and subject to the Height District limitations in effect on the Receiving Site at the time of transfer, with the exception of those limiting the site to a 1.5:1 FAR.

Section 6. TRANSFER PROCEDURE

The Director of Planning shall permit any portion of the base permitted floor area on the Donor Site to be transferred to any portion of the Receiving Site in accordance with the provisions of this Specific Plan. Procedures, time limits and fees shall be the same as for a landscape plan approval. No public hearing shall be required, and the Director shall approve any such plan so long as the following findings can be made:

- A. That the proposed transfer will not result in more than 37,179 square feet of development rights being transferred from the Donor Site; and
- B. That the proposed transfer is in compliance with all provisions of this Specific Plan.

SEPULVEDA CORRIDOR SPECIFIC PLAN



West Los Angeles Transportation Improvement and Mitigation Specific Plan

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NOT TO SCALE



WEST LOS ANGELES TRANSPORTATION IMPROVEMENT AND MITIGATION SPECIFIC PLAN

----- Ordinance Boundary

West Los Angeles Transportation Improvement and Mitigation Specific Plan

**Ordinance No. 171,492
Effective March 8, 1997**

An Ordinance establishing the West Los Angeles Transportation Improvement and Mitigation Specific Plan for the issuance of building permits for properties within the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey District Plan Areas generally bounded by the City of Beverly Hills/Beverwil Drive/Castle Heights Avenue/National Boulevard/Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

SECTION 1. ESTABLISHMENT OF TRANSPORTATION MITIGATION SPECIFIC PLAN.

A. Purpose. The West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) is intended to:

1. Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new development within the WLA TIMP Area;
2. Establish the Transportation Impact Assessment (TIA) Fee process for new development in the C, M and P zones;
3. Require that new development mitigate Significant Transportation Impacts caused by development in the R-3 and less restrictive zones;
4. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses;
5. Establish a WLA TIMP Area infrastructure implementation process;
6. Promote areawide transit enhancement through additional transit lines, shuttles, transit centers and facilities which expedite transit flow;

7. Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload;
8. Prevent Peak Hour Level of Service (LOS) on streets and intersections from reaching LOS "F" or, if presently at LOS "F" preclude further deterioration in the Level of Service;
9. Promote neighborhood protection programs to minimize intrusion of commuter traffic through residential neighborhoods;
10. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies;
11. Ensure that the public transportation facilities that will be constructed with funds generated by the WLA TIMP will significantly benefit the contributor; and
12. Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle (HOV) lanes.

B. Transportation Specific Plan Area. The Transportation Specific Plan consists of an area that includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey District Plan Areas generally bounded by the City of Beverly Hills/Beverwil Drive/Castle Heights Avenue/National Boulevard/Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south, as shown on Map 1.

SECTION 2. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

The regulations of this Transportation Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances, except as specifically provided herein.

SECTION 3. DEFINITIONS.

Whenever the following terms are used in this Transportation Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03, if defined therein.

Applicant: Any person, as defined in LAMC Section 11.01, submitting an application for a building, grading or foundation permit for a Project.

ATSAC: LADOT's "Automated Traffic Surveillance and Control" (ATSAC) Program to improve traffic signals in the City of Los Angeles.

Average Vehicle Ridership (AVR): The number derived by dividing the employee population at a given worksite that reports to work weekdays between 6 a.m. and 10 a.m. by the number of vehicles driven by these employees commuting from home to the worksite during these hours. AVR may be calculated using weekly or biweekly averaging periods, by multiplying the applicable employee population by the number of weekdays in the selected averaging period, then dividing by the total number of vehicles driven by these employees to the worksite during the same period. Vehicles counted shall exclude bicycles, transit vehicles, buses serving multiple work sites, and cars serving multiple work sites which will ultimately be counted at another location.

Carpool: Two or more persons traveling together in a single vehicle.

Child Care Facility: A facility which provides quality, affordable child care to serve the children of employees in this Plan area or an adjacent employment center. Child care facilities include infant care centers, day care centers, school age child day care centers and after school programs as defined under applicable State laws and regulations and approved by the City's Child Care Coordinator or the City Council.

City Building Cost Index: An index for tracking inflation in building costs for the Los Angeles Metropolitan Area, published by Marshall and Swift. If for any reason this index ceases to be published, then a similar building cost index shall be utilized as determined by LADOT.

Convenience Market: A retail store which has a floor area of less than 5,000 square feet and which sells an assortment of packaged food and small,

non-food, carry-out items.

Governmental or Public Facility: Capital improvements and/or buildings or structures primarily used for the operation of City, County, State or Federal governments including, but not limited to, police and fire stations, government offices, government equipment yards, sanitation facilities, schools, parks, and other similar administrative facilities in which general government operations are conducted. Private, commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

In Lieu Credit: A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 6 of this Ordinance.

LADOT: The Department of Transportation.

Larger Transportation Improvement: A transportation improvement which is in excess of major highway standards.

Level of Service (LOS): The operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the peak hour, calculated using a ratio of its traffic volume (V) and its intersection traffic capacity (C) and based on intersection geometrics, peak-hour volumes, turning movements and signal phasing. Level of Service varies from A to F, with A representing free-flow, uncongested conditions and F representing traffic jam conditions. Level of service D is the level commonly experienced in urban areas during peak hours where drivers occasionally must wait through more than one signal cycle to proceed through the intersection. Level E is generally considered at capacity.

Local Serving Uses: Land uses which serve a local community, generate Trips of 3 miles or less and which do not substantially affect the Regional or Subregional transportation infrastructure as determined by LADOT. These uses are referenced as "EXEMPT" in the Fee Table in Appendix "B."

Peak Hour: The single hour of the highest volume of traffic passing the Project on adjacent streets.

Phasing Program: A schedule which is applicable to any Project for the purpose of determining the timing of construction of a Project and the construction of related transportation improvements.

Project: The construction of any building or structure, or the addition to, alteration, conversion, or change of use of any land, building or structure on a lot in the R-3 or less restrictive zones which requires the issuance of a building permit and which results in an increase in the number of Trips as determined by LADOT. The term Project shall not include work for which building permits are issued, including, but not limited to, electrical, plumbing, mechanical, facia, and sign permits, for existing buildings or structures which do not result in an increase in the floor area and do not change the use of the buildings or structures.

Project Serving Improvements: Those improvements on a Project frontage which do not contribute to traffic flow or reduce traffic congestion on the Regional or Subregional street network and are not included in the list of improvements in Appendix "C" as determined by LADOT. Project Serving Improvements include enhancements such as decorative sidewalks; decorative street lights; undergrounding of utilities; street trees; and those improvements which improve or enhance project access or on-site circulation such as driveways, new traffic signals, or modifications to existing traffic signals which are not part of the recommended improvements in Appendix "C." All right-of-way dedications pursuant to LAMC 12.37 are considered Project Serving Improvements.

Regional or Subregional Transportation Improvements: A transportation or transit improvement (excluding maintenance and Project Serving Improvements), or portion thereof, which is listed in Appendix "C" of this Transportation Specific Plan, or an improvement on a highway within the Transportation Plan area designated on the City's Master Plan of Highways and Freeways as a secondary highway or higher classification.

Residential Neighborhood Traffic Mitigation Program (RNTMP): A plan to prevent, control, or minimize Project traffic from traveling through nearby residential areas or local streets and mitigate Significant Transportation Impacts on local streets.

Shopping Center: A building or group of buildings on a lot or lots which has 5,000 or more square feet of floor area devoted to commercial retail use(s) in the building or group of buildings.

Significant Transportation Impact: The transportation impact, measured either as an increase in volume/capacity (V/C) ratio at an intersection or an increase in the average daily

traffic volume on a local street attributable to the Project, as determined by LADOT.

1. **Intersection:** A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

<i>Significant Transportation Impact</i>		
Level of Service	Final (V/C)	Project-Related Increase (V/C)
C	> 0.700 - 0.800	equal to or greater than 0.040
D	> 0.801 - 0.900	equal to or greater than 0.020
E, F	> 0.901	equal to or greater than 0.010

For purposes of this calculation, the final V/C ratio shall mean the V/C ratio at an intersection considering impacts with a Project and ambient and related Project growth but without proposed traffic mitigation.

2. **Local Streets:** A transportation impact on a local street shall be deemed "significant" based on an increase in the projected final average daily traffic (ADT) volumes, as indicated below:

Projected Average Daily Traffic with Project (Final ADT)	Project-Related Increase in ADT
less than 1,000	120 trips or more
1,000 or more	12 percent or more of final ADT
2,000 or more	10 percent or more of final ADT
3,000 or more	8 percent or more of final ADT

Supermarket: A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods as well as items for food preparation, household cleaning and personal care.

Traffic Assessment: A written determination by LADOT as to the likely traffic impacts resulting from a Project considering an estimate of Project-generated Trips, ambient traffic growth, related developments and current traffic volumes and levels of service at nearby intersections.

Transit Facility: Stations, bus stops, bus bays and their support facilities, including their right-of-way, for transportation by means other than single-occupancy vehicles. Land dedications for Transit Facility may include both fee dedications and right-of-way easements.

Transportation Coordinator: A full or part time paid employee of, or a contracted service for, an individual Project, or an employer organization whose function is to promote Carpools and Vanpools and TDM programs.

Transportation Impact Assessment (TIA) Fee: The monies required to be paid to the WLA TIMP Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

Transportation Demand Management (TDM): A program for a Project promoting rideshare and transit use, including on-site improvements such as showers, bike racks, and preferential parking, to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

Transportation Mitigation Plan (TMP): A document submitted by the Applicant indicating proposed street improvements, Transportation Demand Management (TDM) measures and appropriate monitoring mechanisms, and/or other transportation improvements which will be implemented by the Applicant to mitigate traffic impacts of the Project pursuant to the Traffic Study Policies and Procedures established by LADOT.

Transportation Plan: The West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP).

Transportation Specific Plan Area: The area as shown on the map in Section 1 of this Specific Plan.

Trip: An arrival at or a departure from a Project by a motor vehicle during the Peak Hour.

Trip Cost Factor: The pro rata cost of public improvements funded by a single Trip.

Vanpool: Seven to twelve persons traveling together in a single vehicle.

V/C Ratio: The ratio of traffic volume (V) to intersection capacity (C) at an intersection.

WLA TIMP: West Los Angeles Transportation Improvement and Mitigation Specific Plan.

WLA TIMP FUND: A fund established by a separate ordinance for the deposit of all monies and fees collected pursuant to this WLA TIMP Specific Plan.

SECTION 4. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Prohibition.

1. Notwithstanding any provision of the Los Angeles Municipal Code to the contrary, no building, grading or foundation permit for a Project shall be issued until LADOT and the City Engineer have certified completion of mitigation measures required by this Section, or that their completion has been guaranteed to the satisfaction of these departments.
2. Exemptions: The following are exempted from the requirements of this Ordinance:
 - a. Single-family dwellings.
 - b. Demolitions.
 - c. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related requirements mandated by the Department of Building and Safety.
 - d. Tenant improvements with no change of use or increase in floor area.
 - e. Projects which are subject to a development agreement which was entered into on or before the effective date of this Specific Plan.

B. Covenant and Agreement.

1. Prior to the issuance of a building, grading or foundation permit for any Project, the legal owner(s) of the property shall covenant and agree to complete, prior to the issuance of any certificate of occupancy, the transportation mitigation measures required pursuant to the Transportation Mitigation Plan as approved by LADOT, or City Council on Appeal, and to pay the Transportation Impact Assessment Fee. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and limitations of this Specific Plan.
2. All covenants and agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding

upon any future owners, successors, heirs or assigns of the Applicant.

C. Review of Transportation Impacts.

1. Prior to the issuance of any building, grading or foundation permit for a Project, the Applicant shall submit an application to the Department of Transportation. The application shall provide an adequate Project description in order to determine the number of Trips to be generated by the Project and the potential Significant Transportation Impacts of the Project during AM and/or PM Peak Hours. The Applicant shall submit with the application the appropriate Application Fee as described in Section 4D below.

2. Project Trip Generation Calculations.

- a. LADOT shall calculate Trips based on Appendix "A." The City Council, acting by resolution, may revise these Trip rates, based upon updated reports submitted by LADOT.
- b. LADOT shall establish the number of Trips for a Project. When a Project includes a use not listed in Appendix "A" or more than one use, then LADOT shall use reasonable methods to establish the appropriate number of Trips for that use or those uses.
- c. LADOT shall grant a credit for each Trip generated by the existing use, if the existing use has been in place and operating for at least one year continuously during the four years immediately preceding the application for a building permit. LADOT shall grant a credit for 50 percent of the Trips generated by the existing use if the use has been in place and operating for at least 6 months continuously during the same four-year period. Off-site parking areas or lots which serve a Project shall be considered a part of the Project for trip calculation and credit purposes.

- D. **Application Fees.** The Applicant shall pay the following application processing fee based on the size and nature of the Project:

Application Fees

Number of Trips	Processing Fee
1. Projects with 42 or fewer Trips: Traffic Assessment <u>not</u> required	
a. Applicable street dedication/improvements <u>are not</u> required.	\$200
b. Applicable street dedication/improvements <u>are</u> required	\$400
2. Projects with 43 or more Trips: Traffic Assessment <u>required</u>	
a. Traffic Assessment required upon application; Applicable street dedication/improvements are required.	\$500
b. Traffic Assessment indicates significant impacts; design and review of mitigation measures required; applicable street dedication/improvements are required.	\$2,100 plus \$50 for every 1,000 square feet of Floor Area not to exceed a total of \$25,000

- E. **Mitigation of Transportation Impacts.** Prior to the issuance of any building, grading or foundation permit, the Project shall comply with the appropriate criteria below:

1. 42 or fewer Trips: An Applicant for a Project which generates 42 or fewer Trips, as calculated by LADOT, shall make the applicable highway dedications and improvements as required by LADOT or guarantee them pursuant to the Department of Public Works' B-permit procedures.
2. 43 or more Trips: An Applicant for a Project which generates 43 or more Trips, as calculated by LADOT, shall make the applicable highway dedications and improvements as required by LADOT or guarantee them pursuant to the Department of Public Works' B-permit procedures. LADOT shall provide a Traffic Assessment of a Project with fewer than 500 Trips to the Applicant within 30 working days from the date the Applicant submits a description of the Project and pays the application fee, pursuant to Subsection D above, to LADOT. for a Project with 500 or more Trips, the Traffic Assessment shall be provided within 60 working days. If the Traffic Assessment finds that there will be a Significant Transportation Impact caused by the Project, the Applicant shall provide a Transportation Mitigation Plan (TMP) proposing mitigation measures to be

implemented by the Applicant to reduce Significant Transportation Impacts to a level of insignificance at intersections and streets identified in the Traffic Assessment. The TMP shall be prepared in accordance with guidelines of LADOT and shall be accompanied by appropriate maps, graphics, and drawings to reflect clearly the impact of the Project and the feasibility and ability of the proposed mitigation measures to reduce any Significant Transportation Impact to a level of insignificance.

3. LADOT shall require that mitigation measures be undertaken or guaranteed to reduce the Significant Transportation Impacts of a Project to a level of insignificance. If no feasible mitigation measures are available, LADOT may require reasonable measures to mitigate the adverse effects of the Significant Transportation Impacts of the Project. The mitigation measures may include but are not limited to the following:

- a. Transportation Demand Management (TDM) measures such as ridesharing and Vanpool programs, shuttle buses, transit subsidies, parking cash outs, staggered work hours and employee incentive programs that encourage Carpool and Vanpool usage as described in Subsection G;
- b. Traffic signal system improvements;
- c. Street widenings and dedications;
- d. Construction of off-site improvements;
- e. Land dedications;
- f. A Residential Neighborhood Traffic Mitigation Program.

F. Guarantee of Mitigation Measures. Prior to the issuance of any building, grading or foundation permit, the Applicant shall do the following:

1. Guarantee the proposed mitigation measures required pursuant to Section 4 E of this Specific Plan, as determined by LADOT. The guarantees may only consist of one or more of the following: bonds for B-permits on City streets; Encroachment

Permits for State Highways; and cash payments for traffic signal systems such as ATSAC improvements.

2. Sign and record a covenant and agreement pursuant to Section 4 B of this Specific Plan.
3. Comply with Section 5 of this Specific Plan (TIA Fee)

G. Transportation Demand Management (TDM) Programs.

Prior to the issuance of any building, grading or foundation permit for a Project which generates more than 100 Trips, LADOT may require the following:

1. **Covenant.** The Applicant shall execute and record a Covenant and Agreement with the City to abide by the requirements of this Subsection. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.
2. **TDM Plan.** A Project Applicant shall submit a preliminary TDM plan to LADOT for review. LADOT shall review and approve or disapprove the TDM plan within 30 working days of the date of submittal. Any plan not reviewed and acted upon by the end of 30 working days shall be deemed preliminarily approved. The TDM plan shall include the following elements:
 - a. Building and site design elements that will facilitate employee vehicle trip reduction efforts, such as loading and unloading areas for high-occupancy vehicles (HOVs), bicycle facilities, direct pedestrian access, preferential parking for HOVs, public transit stops and waiting shelters.
 - b. Specific measures or programs such as vanpools, carpools and flexible work hours that will be performed by the building owner through the tenants or lessees in providing ridesharing services and information to customers and employees within the Project.

- c. Financial and non-financial Trip reduction incentives to customers and employees working within the Project.
 - d. Methods that the building owner will use, such as leasing provisions, to encourage the cooperation of tenants within the Project.
 - e. Provisions that encourage the applicant, building owner, and/or tenants of the Project to individually or cooperatively join a Transportation Management Organization (TMO).
 - f. Provisions for a Transportation Coordinator. The Coordinator shall have a permanent mailing address, daytime telephone and office within a two mile radius of the Project.
 - g. Provisions for annual monitoring of the TDM program.
3. Review of the Transportation Demand Management Plan. If there are changed circumstances so that the Transportation Demand Management Plan is no longer adequate, LADOT may require the Applicant to revise the TDM plan. LADOT shall review and approve or disapprove the TDM plan within 30 working days of submittal of the required changes. Any plan not reviewed and acted upon by LADOT by the end of 30 working days shall be deemed automatically approved.
4. **Goals of the TDM Program.** All TDM plans shall include goals to achieve and maintain a minimum Average Vehicle Ridership (AVR) in accordance with the following time table:

Average Vehicle Ridership	Within Years of Issuance of Building Permit
1.30	2
1.35	3
1.40	4
1.50	5

5. **Compliance with the TDM Program.**

- a. Projects should achieve the objectives of the Trip reduction program within five years after the issuance of any building permit.

- b. An Applicant may perform the TDM programs through tenants or lessees in the Project. However, agreements that tenants or lessees will perform the TDM program shall not relieve the Applicant or its successors of the requirements of this Subsection.
 - c. Upon request of the Applicant, and written certification of LADOT, a TDM program or portion thereof may be determined not necessary.
6. **TDM Status Reports.**

- a. A building owner shall submit five annual status reports on the TDM program to LADOT beginning one year after the issuance of a Project's first certificate of occupancy. The report shall include employee surveys; AVR calculation based on LADOT guidelines; specific programs to reduce Trips; and site improvements, if any. The annual status report shall be prepared in the form and format designated by LADOT, which must either approve or disapprove the status report within 30 working days of submittal. If LADOT has not approved or disapproved the plan by the end of 30 working days, it shall be deemed automatically approved.
- b. Failure to submit a required annual status report within 60 days of the anniversary date of the issuance of a Project's first certificate of occupancy shall constitute non-compliance with the requirements of this Subsection.
- c. If a building owner fails to submit a required TDM plan annual status report, LADOT may issue a notice of non-compliance. If after 30 days from the issuance of the notice of non-compliance the required status report is not received, the building owner shall be considered in violation of this Specific Plan and the City may take any action authorized by law to secure compliance or to otherwise mitigate the impacts of the Project.

7. **TDM Program Enforcement and Penalties.** No additional building permit, change of use permit, conditional use permit or certificate of occupancy shall be issued for any Project that has not complied with the requirements of this Subsection. Non-compliance with these requirements only includes failure to submit a TDM plan, failure to implement an approved TDM plan or failure to address any necessary modifications to a preliminary TDM plan after consultation with LADOT, pursuant to a written determination letter by the LADOT General Manager or his or her designee. These penalties shall not apply to:

- a. Failure to achieve AVR goals of the TDM plan;
- b. Any Project for which a building permit is required in order to comply with an order issued by the Department of Building and Safety to repair an unsafe or substandard condition, provided, however, that the construction does not increase the height or Floor Area of the original building, nor generate additional Trips as determined by LADOT;
- c. Any Project for which a building permit is required to replace or restore a building or structure which was damaged or partially destroyed by fire, flood, wind, earthquake, or other natural disaster; provided, however, that the construction does not increase the height or the Floor Area of the original building, nor generate additional Trips as determined by LADOT; or,
- d. Any building permit required for disabled access improvements, provided the improvements are not part of a Project and these improvements do not increase the Floor Area of any building.

SECTION 5. TRANSPORTATION IMPACT ASSESSMENT FEE.

A. Establishment of Transportation Impact Assessment (TIA) Fee.

1. Prior to the issuance of any building, grading or foundation permit, an Applicant for a Project shall pay, or guarantee payment of, a Transportation Impact Assessment (TIA) Fee to LADOT. The TIA Fee shall be for the purpose of funding the Transportation Improvements listed in Appendix "C" of this Specific Plan, including any revisions made to the Appendix pursuant to Section 5 E 2 below.
2. The TIA Fee shall be paid or guaranteed before a building permit is issued for a Project or each phase of a multi-phased Project approved under the provisions of Section 7 of this Specific Plan. Any guarantee of payment of the TIA Fee shall be by cash or letter of credit from an accredited bank pursuant to guidelines established by LADOT.
3. **Interim Control Ordinance Projects.** Any Project for which a Covenant and Agreement was recorded pursuant to the Westwood/West Los Angeles Interim Traffic Control Ordinance (Ordinance Nos. 163,205, 164,829, 165,925, 168,138, 169,035, 170,389 and 171,227) shall be subject to the WLA TIMP Transportation Impact Assessment (TIA) Fee.
 - a. LADOT shall calculate the amount that each Interim Control Ordinance Applicant shall be charged based on the Land Use and Trip Cost Factor as calculated by LADOT based on Sections 5C and 5D, and considering Credits pursuant to Section 6 and exemptions pursuant to Section 5F and Appendix B.
 - b. If a person received an approval for a Project pursuant to the procedures set forth in Ordinance Nos. 163,205, 164,829, 165,925, 168,138, 169,035, 170,389 and/or 171,227 and signed a covenant and agreement promising to pay the Transportation Impact Assessment Fee, then that person or any successor in interest shall pay this

amount after receiving a billing from LADOT in conformance with Section 5 B of this Ordinance.

B. Fee Payment Procedures. Prior to the issuance of a building permit for a Project, the Applicant, at its option, shall:

1. Pay the Transportation Impact Assessment Fee in cash; or
2. Pay a cash deposit equal to 10 percent of the TIA Fee, as determined by LADOT, prior to the issuance of a building permit, and guarantee the payment of the balance to be paid in full through a bank letter of credit before the issuance of any temporary or permanent certificate of occupancy or 24 months from the date of issuance of the building permit, whichever is earlier; or
3. Pay a cash deposit equal to 10 percent of the TIA Fee, prior to the issuance of a building permit, and guarantee the payment of the balance of the TIA Fee through a bank letter of credit in 60 monthly installments. The monthly installments shall include compound interest beginning from the date of issuance of the building permit with first payment commencing thirty days after the issuance of the building permit. The interest rate shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the anniversary of the building permit issuance date and shall be adjusted annually.

C. Calculation of Fee. Prior to the issuance of a building permit for a Project, the Applicant shall pay the TIA Fee based on one of the following two formulas, whichever results in the lower TIA Fee, as calculated by LADOT:

1. FEE PER TRIP METHOD:	
Fee = (Number of Trips Generated) X (Trip Cost Factor);	
where	
Number of Trips	= (Floor Area or Unit of measurement, as Applicable per Appendix A) X (Trip Generation Rate in Appendix A)
For shopping centers and retail land uses, the floor area shall be reduced by 30,000 square feet.	
2. FEE PER SQUARE FOOT (OR PER UNIT) METHOD:	
Fee	= (Floor Area or unit of measurement, as applicable, pursuant to Appendix "B") X (TIA Fee per square foot pursuant to Appendix "B.")

D. Trip Cost Factor.

1. **Amount.** The Trip Cost Factor is hereby established at \$2,075 per Trip.
2. **Annual Indexing.** The Annual Index upon adoption of this Ordinance shall be 1.000. The Trip Cost Factor and the TIA Fee per square foot (as set forth in Appendix "B") shall each be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index as determined by LADOT. The revised Annual Index shall be published by LADOT in a newspaper of citywide circulation before January 31 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the annual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Trip Cost Factor.

E. Uses of the Fee.

1. **Transportation Improvements.** The TIA Fee shall be used to fund the Transportation Improvements listed in Appendix "C." These include but are not limited to transit improvements; Transportation Demand Management actions; traffic management actions; street widenings; freeway improvements; intersection/traffic signal improvements; and neighborhood protection programs to be determined by LADOT.
2. **Substitute Improvements.** Appendix "C" may be revised every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by LADOT, has determined that the improvements are consistent with this Ordinance and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace. No improvement which is fully funded by another source shall be added to the list.

3. Administrative costs and other costs provided for and described in the separate WLA TIMP Fund Ordinance.

F. Exemptions from Fee.

1. The following are exempted from the requirement of payment of a TIA Fee:
 - a. Those land uses which are considered Local Serving Uses referenced as "EXEMPT" in the Transportation Impact Assessment (TIA) Fee Table (Appendix "B").
 - b. Temporary uses of less than six months in duration based on a building permit. No extension of time shall be permitted.
 - c. Park and ride facilities.
 - d. Churches, Temples, and other buildings used for religious worship.
 - e. All non-profit educational institutions (schools, colleges, universities).
 - f. Governmental or Public Facilities.
 - g. A telework center facility, as determined by LADOT, designed or used as a work site to save commuter Trips for people who live in adjacent or nearby residential locations.
 - h. Additions, alterations or construction of any residential or multiple dwelling uses and accessory structures, excluding hotels and motels.
 - i. The first 30,000 square feet of floor area in all Shopping Centers and retail uses as set forth in Appendix "B".

G. Refunds.

1. If an Application Fee or TIA Fee is claimed to be incorrectly collected, or a refund is claimed pursuant to this Ordinance, then requests for refunds may be filed utilizing the procedures for refunds described in Sections 22.12 and 22.13 of the LAMC.
2. In addition to the above procedure, the City Council may refund any fees and/or release a letter of credit if:

- a. The building permit and all extensions have expired and the Project for which the TIA Fee has been collected has not been constructed; or
 - b. A refund or release is specifically authorized by resolution of the City Council, and the Council finds that the TIA Fee is no longer needed or its retention would violate the constitutional rights of any person; or
 - c. A refund or release based on the effectiveness of TDM Programs, as recommended by LADOT, is specifically authorized by resolution of the City Council.
3. Except as specified in Section 6 B 4, providing in-lieu credits for the TDM Programs, a claim for refund pursuant to Paragraph 2 (a) above shall be filed no later than one year after payment of the TIA Fee or one year after the expiration date of the building permit, including any extensions thereof, whichever is later.

SECTION 6. CREDITS FROM THE TIA FEE.

A. TIA Fee Credit for Previous Land Use.

1. Credits can only be granted on previous land uses which are not exempt from the TIA Fee pursuant to Section 5 F.
2. Applicants for Projects may request a credit against the TIA Fee if the use was in effect on January 1, 1990.
3. Projects located within the Westwood Regional Center Interim Traffic Mitigation Ordinance No. 159,725 may request the following credits:
 - a. Applicants for a Project for which a fee has been paid pursuant to Ordinance No. 159,725 may request and receive a full credit for the existing land use.
 - b. Applicants who have paid or guaranteed a fee after September 12, 1996, shall have that fee credited or refunded to an amount equivalent to the TIA Fee as calculated pursuant to Section 5 herein.

B. In-Lieu Credits.

1. **Transportation Improvements.** In-Lieu Credit against the TIA Fee shall be given for all or portions of Regional or Subregional Transportation Highway Improvements and Transit/TDM Improvements designated in Appendix "C" or for Regional or Subregional Improvements as determined by LADOT. LADOT may apportion In-Lieu Credit for improvements which are beyond the minimum required to mitigate the impacts of the Project. The amount of In-Lieu Credit for Regional or Subregional Transportation Improvements shall be calculated by LADOT and credited at the time the building permit is issued.

2. **In-Lieu Credit Estimates.**

- a. The Applicant shall prepare preliminary plans and a detailed cost estimate of the proposed Regional or Subregional Transportation Improvements for review by and approval of the City Engineer and LADOT. Costs shall be approved by LADOT based on estimated B-permit construction costs, including an additional 15 percent for permits, design and contingency costs, as prepared or approved by the City Engineer.
- b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of LADOT and the City Engineer. The total TIA Fee, after deducting any applicable In-Lieu Credits, shall be guaranteed prior to issuance of a building permit. The guarantees for transportation improvements eligible for In-Lieu Credits shall consist of Bonds for B-permit construction on City streets; Encroachment Permits for construction on State Highways; and cash payments for ATSAC improvements.
- c. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.
- d. No In-Lieu credits shall be granted against that portion of the TIA Fee

designated for the City's administrative costs and neighborhood protection costs as estimated by LADOT.

3. **TDM Programs.**

- a. Effectiveness of TDM Program.
 - i. Within five years of issuance of any building permit, a Project which has achieved a 90 percent occupancy may receive an In-Lieu Credit against the TIA Fee after it has demonstrated the effectiveness of the TDM Program to the satisfaction of LADOT.
 - ii. The amount of In-Lieu Credit shall be calculated on the basis of achievement of Average Vehicle Ridership (AVR) indicated below:

AVR	In-Lieu Credit
1.30 - 1.39	10 percent of TIA Fee
1.40 - 1.49	15 percent of TIA Fee
1.50 and above	25 percent of TIA Fee

- b. Noncompliance Assessment Fee. If the Applicant fails to comply with the TDM Program for which the Applicant has received In-Lieu Credit, the Applicant shall pay the amount of the reduction credit plus interest from the date of the credit and the City's administrative costs. The amount shall be levied by LADOT upon the Applicant or its successor by written assessment which states the failure of compliance. The Applicant or its successor may appeal the assessment to the City Council within 15 days of service of the assessment.
 - c. Bikeways. An Applicant who pays for all or portions of the bikeway improvements identified in the City's Bikeway Master Plan may receive an In-Lieu Credit against the TIA Fee.
4. **Multi-Phase Projects.** In multi-phase Projects approved under the provisions of Section 7 of this Ordinance, In-Lieu Credits to reduce the TIA Fee may be reserved and credited from one phase to a future phase of the same Project. However, in no case shall a final phase be approved with land

uses that generate less than 25 percent of the Project's total Trips.

5. **Land Dedications.** In-Lieu Credit for any land dedications shall be based on the fair market value of the dedication, appraised to the satisfaction of LADOT and the Bureau of Engineering as of the date of dedication. Land dedications shall include both fee dedications and right-of-way easements and shall be subject to the following conditions:

- a. In-Lieu Credit shall not be granted for land dedications for right-of-way purposes to meet standard street requirements pursuant to the Highway and Freeway Elements of the General Plan.
- b. Land dedications for a Larger Transportation Improvement or a Transit Facility.

SECTION 7. PHASING PROGRAM.

- A. **Prohibition.** Prior to the issuance of a building permit for any building or structure within a Project with more than one phase, a Phasing Program for the Project shall be approved by the Departments of City Planning and Transportation.

- B. **Project Phasing.** An Applicant for a Project which generates 500 or more Trips shall conform to the following provisions to implement the mitigation measures required pursuant to Section 4 of this Ordinance and the transportation improvements listed in Appendix "C" of this Ordinance:

1. **Application.** For a Project with more than one Phase, the Applicant shall submit an application for a Phasing Program containing the following: proposed density and land uses for the entire Project; proposed Regional or Subregional Transportation Improvements to be provided as part of this Project; and TDM programs and goals.
2. **Phasing Program.** The Phasing Program shall include the following:

- a. Total floor area and use of the Project in each phase.
- b. Anticipated Project schedule.
- c. Trip generation tables for each phase.
- d. Regional or Subregional Transportation Improvements scheduled to be constructed in each phase.
- e. Project Serving Improvements scheduled to be constructed in each phase.

3. **Review of Phasing Program.** Prior to approval of the Phasing Program, LADOT shall review the Phasing Program, identify the Traffic Impact Mitigations to be undertaken by the Project, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Ordinance and calculate the TIA Fee for each phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase or decrease in Trip generation in an approved Phasing Program, appropriate adjustments in Fees, Traffic Impact Mitigations or TDM requirements applicable to the increase or decrease shall be made as a condition of Departmental approval.

4. **Review of the Phases.**

- a. Prior to the issuance of a building permit for each phase of the Project, LADOT shall review the building permit application for conformance to the Phasing Program conditions.
- b. The final phase shall be designed to include land uses which generate at least 25 percent of the total Project Trips. The final phase of a multi-phase Project reviewed under this Section shall demonstrate to LADOT that required TDM programs for prior phases have achieved Trip reduction objectives. Where a TDM program is found not to be functioning and/or not reducing Trips as anticipated for the Project, the final phase of the Project shall be reduced proportionally.

5. **Covenant and Agreement.** Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the property shall covenant and agree to comply with the provisions of this Section. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.

SECTION 8. APPEALS.

- A. **Appeal to LADOT.** An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made by LADOT pursuant to this Ordinance may appeal to the General Manager of LADOT within a 15 day period following the date of mailing of the letter of determination from LADOT. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by LADOT and shall be accompanied by a filing fee of \$500 payable to LADOT or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The General Manager of the Department shall decide the matter and issue a decision letter within 30 days following the appeal.
- B. **Appeal to City Planning Commission.** An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made pursuant to Section 7 of this Ordinance may appeal to the City Planning Commission within a 15 day period following the date of mailing of a letter of determination from LADOT. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Planning and shall be accompanied by a filing fee of \$500 payable to the Department of

Planning or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The City Planning Commission shall determine the matter within 30 days following the appeal.

- C. **Appeal to City Council.** An Applicant or any other interested person who filed an appeal pursuant to this Section who is dissatisfied with any decision of the General Manager of LADOT or the City Planning Commission may appeal to the City Council. Any appeal not filed within a 15 day period following the date of mailing of the letter of determination by LADOT, or within 15 days of a determination/hearing by the City Planning Commission, shall not be considered by the City Council. The City Council shall determine the matter within 60 days following the date of submission of the appeal unless the Applicant and the City Council agree to an extension of time.

SECTION 9. REVIEW OF THE TRANSPORTATION SPECIFIC PLAN.

The WLA TIMP shall be monitored on a regular basis by LADOT. A report reviewing the status of the WLA TIMP Fund and implementation of the Specific Plan shall be submitted by the General Manager of LADOT to the City Council every two years. The report shall be submitted to the City Council no later than November of the year in which the report is due.

SECTION 10. SEVERABILITY.

If any provision of this Ordinance or the application thereof to any person, property or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Transportation Program provisions, clauses or applications which can be implemented without the invalid provisions, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

West Los Angeles Transportation Improvement and Mitigation Specific Plan

APPENDIX A

TRIP GENERATION TABLE

LAND USE [1]	TRIP RATE (trip per ksf or unit)	LAND USE [1]	TRIP RATE (trip per ksf or unit)
SHOPPING CENTERS (Square Feet of GLA) [3]:		Industrial (continued):	
30,000 or less	10.16	Manufacturing	0.75
40,000	9.15	Self-Storage	0.26
50,000	8.44	Science Research & Development	1.07
75,000	7.24	Warehousing	0.74
100,000	6.56	OFFICES (Square Feet of GFA) [2]:	
150,000	5.67	20,000 or less	2.84
225,000	4.89	30,000	2.55
300,000	4.4	40,000	2.37
400,000	3.97	70,000	ERR
500,000	3.66	100,000	ERR
600,000	3.43	200,000	ERR
800,000	3.15	400,000	ERR
1,000,000	2.97	600,000	ERR
1,250,000	2.79	800,000 or more	1.08
1,600,000 or more	2.61	Government Office	3.6
RETAIL USES:		Medical Office	4.08
Convenience Market (open 15-16 hours)	34.57	AUTOMOBILE USES:	
Convenience Market (open 24 hours)	53.73	Auto Care Center [8]	2.87 / 1000 sq. ft. GLA
Building Materials/Lumber [4]	3.27	Tire Store	5.13 / 1000 sq. ft. GFA
Discount Store, Club	4.35	Gas Station	
Furniture Store	0.39	without mini-market	15.18 per fueling position
Home Improvement/Hardware/Paint Store [4]	6.1	with mini-market	17.45 per fueling position
Nursery (Garden Center)	3.73	with mini-market & car wash	16.18 per fueling position
Supermarket	10.34	Regular Car Wash (full-service)	81 per site
Specialty Retail [5]	5	Self-Service Car Wash	8.00 per wash stall
Other Retail [6]	9.6	New Car Sales	2.62 / 1000 sq. ft. GFA
RESTAURANTS:		Used Car Sales/Car Rentals	1.00 / 1000 sq. ft. lot size
Low-Turnover (Quality Restaurant)	7.39	HOSPITALS:	
High-Turnover	12.92	General	1.22 per bed
Fast Food	40.09	Nursing Home	0.17 per bed
BANKING USES:		OTHER:	
Walk-In Bank	17.35	Live Theater	0.02 per seat
Drive-In Bank	43.63	Movie Theater	0.15 per seat
Walk-In Savings and Loan	5.33	Child Care Facility	13.62 / 1000 sq. ft. GFA
Drive-In Savings and Loan	6.83	Health Club [9]	4.3 / 1000 sq. ft. GFA
RESIDENTIAL:		Tennis/Racquet Club	3.86 per court
Apartments	0.49 / dwelling unit	Recreational Community Center [10]	1.38 / 1000 sq. ft. GFA
Condominiums	0.55 / dwelling unit	Hotel/Motel	0.76 per room
Single Family House	1.01 / dwelling unit	Schools (a.m. rates)	
Elderly Housing - Detached	0.95 / dwelling unit	Elementary School	0.30 / student
Elderly Housing - Attached [7]	0.08 / dwelling unit	High School	0.41 / student
INDUSTRIAL:		Private School	0.93 / student
Industrial Park/Industry	0.98	University/College/Trade School	0.19 / student

APPENDIX A

NOTES:

All rates are in p.m. peak trips per hour per 1000 square feet (ksf) unless otherwise noted.

This Trip Generation Table is comprised of the most recent nationally accepted trip generation rates as established by the Institute of Transportation Engineers (ITE) and San Diego Association of Governments.

Trips for Land Uses not listed in the Trip Generation Table shall be calculated by the Department of Transportation based on reasonable methods and additional sources of empirical data as approved by the Department of Transportation.

For Shopping Center or Office sizes not shown, p.m. peak trips per hour may be calculated by interpolating between the sizes and corresponding trip-rate amounts that are shown.

- [1] For a Project having more than one use, trips shall be calculated on a case-by-case basis, subject to Department of Transportation approval.
- [2] Gross Floor Area (GFA) is the total square footage confined by the outside surface of the exterior walls of a building, and any exterior used for commercial purposes, except that square footage devoted to vehicle parking and necessary interior driveways and ramps.
- [3] Gross Leasable Area (GLA) is the area for which tenants pay rent. For purposes of trip generation calculation, the floor area of any parking garages within the building shall not be included within the GLA of the entire building.
- [4] GFA for Building Materials/Lumber and Home Improvement/Hardware/Paint Store shall include building areas and any outdoor storage areas which are accessible to the customer on a "self-serve" basis.
- [5] "Specialty Retail" are low trip generators such as jewelry shops, art supply stores, quality apparel stores, etc.
- [6] "Other Retail" are high trip generators such as yogurt and specialty coffee shops, video rentals, dry cleaning, etc.
- [7] Elderly Housing (attached), restricted to senior citizens, contain residential units similar to apartments and condominiums. They may also contain special services such as medical facilities, dining facilities, and some limited support retail facilities.
- [8] An automobile care center houses numerous tenants providing automobile related services, including a mix of repair and service facilities, auto detailing, car stereo installation, seat cover upholstery, etc.
- [9] Health Clubs are privately owned facilities which may include dance studios, swimming pools, whirlpools, saunas, tennis, racquetball and handball courts, exercise classes, weightlifting and gymnastics equipment, locker rooms, and a restaurant or snack bar.
- [10] Recreational Community Centers are public facilities similar to and including YMCA's, often including classes for adults and children, meeting rooms, swimming pools, saunas, tennis, racquetball and handball courts, exercise classes and locker rooms.

Revised December 30, 1996

West Los Angeles Transportation Improvement and Mitigation Specific Plan

APPENDIX B

TRANSPORTATION IMPACT ASSESSMENT (TIA) FEE

LAND USE [2]	TIA FEE* (\$ per S.F.)	LAND USE [2]	TIA FEE* (\$ per S.F. or Unit)
SHOPPING CENTERS (Square Feet of GLA):		RESIDENTIAL:	
30,000 or less	EXEMPT	Apartments	EXEMPT
40,000	\$4.75	Condominiums	EXEMPT
50,000	\$7.01	Single Family House	EXEMPT
75,000	\$9.01	Elderly Housing - Detached	EXEMPT
100,000	\$9.53	Elderly Housing - Attached	EXEMPT
150,000	\$9.41	INDUSTRIAL:	
225,000	\$8.79	Industrial Park/Industry	\$2.03
300,000	\$8.22	Manufacturing	\$1.56
400,000	\$7.62	Self-Storage	EXEMPT
500,000	\$7.14	Science Research & Development	\$2.22
600,000	\$6.76	Warehousing	\$1.54
800,000	\$6.29	OFFICES (Square Feet of GFA):	
1,000,000	\$5.98	20,000 or less	\$5.89
1,250,000	\$5.65	30,000	\$5.29
1,600,000 or more	\$5.31	40,000	\$4.92
RETAIL USES:		70,000	\$4.24
Convenience Market (open 15-16 hours)	EXEMPT	100,000	\$3.86
Convenience Market (open 24 hours)	EXEMPT	200,000	\$3.22
Building Materials/Lumber	EXEMPT	400,000	\$2.68
Discount Store, Club (less than 30,000 sf)	EXEMPT	600,000	\$2.41
Discount Store, Club (more than 30,000 sf):		800,000 or more	\$2.24
50,000	\$3.61	Government Office	EXEMPT
100,000	\$6.32	Medical Office	\$8.47
150,000 or more	\$7.22	AUTOMOBILE USES:	
Furniture Store (less than 30,000 sf)	EXEMPT	Auto Care Center	EXEMPT
Furniture Store (more than 30,000 sf):		Tire Store	EXEMPT
50,000	\$0.32	Gas Station	
100,000	\$0.57	without mini-market	EXEMPT
150,000 or more	\$0.65	with mini-market	EXEMPT
Home Improvement/Hardware/Paint Store		with mini-market & car wash	EXEMPT
(less than 30,000 sf)	EXEMPT	Regular Car Wash (full-service)	EXEMPT
Home Improvement/Hardware/Paint Store		Self-Service Car Wash	EXEMPT
(more than 30,000 sf)		New Car Sales	\$5.44 per sq. ft. GFA
50,000	\$5.06	Used Car Sales/Car Rentals	\$2.07 per sq. ft. lot size
100,000	\$8.86	HOSPITALS:	
150,000 or more	\$10.13	General	\$2,531 per bed
Nursery (Garden Center)	EXEMPT	Nursing Home	\$353 per bed
Supermarket	EXEMPT	OTHER:	
Specialty Retail	EXEMPT	Live Theater	\$41 per seat
Other Retail	EXEMPT	Movie Theater	\$311 per seat
RESTAURANTS:		Child Care Facility	EXEMPT
Low-Turnover (Quality Restaurant)	EXEMPT	Health Club	\$8.92
High-Turnover	EXEMPT	Tennis/Racquet Club	\$8,009 per court
Fast Food	EXEMPT	Recreational Community Center	EXEMPT
BANKING USES:		Hotel/Motel	\$1,577 per room
Walk-In Bank	EXEMPT	Schools	
Drive-In Bank	EXEMPT	Elementary School	EXEMPT
Walk-In Savings and Loan	EXEMPT	High School	EXEMPT
Drive-In Savings and Loan	EXEMPT	Private School	EXEMPT
		University/College/Trade School	EXEMPT

* Based on a trip cost factor of \$2,075 per peak hour trip for development sizes not shown, the TIA fee may be calculated by interpolation.

Effective January 1, 1998

West Los Angeles Transportation Improvement and Mitigation Specific Plan

APPENDIX C

LIST OF TRANSPORTATION IMPROVEMENTS

A. Transit Improvements and Transportation Demand Management (TDM) Actions:

1. Transit Actions

- a. Transit shuttles, local bus services, taxicab or van programs, etc. servicing employment centers in the Transportation Mitigation Plan Area.
- b. Additional transit lines in major corridors and other transit improvements.
- c. Contributions of equipment or funds to increase the capacity of existing transit systems (must be coordinated with transit providers)
- d. Provision of or contributions toward transit stations or centers
- e. Provision of facilities or equipment which expedite transit flow (e.g., bus preemption, HOV lanes, etc.)

2. TDM Actions

- a. Establish Transportation Management Associations (TMAs)
- b. Provide "seed" money for demonstration projects via TMAs such as guaranteed ride home programs, work trip reduction plans, improved database system/linkage, etc.
- c. Vanpool Subsidy Programs
- d. Bikeways
- e. Park and Ride Facilities

B. Traffic Management Actions:

1. Implementation of automated traffic surveillance and control (ATSAC) systems.
2. Traffic signal improvements (see Part D herein).
3. Channelization and striping (see Part D herein).

C. Street or Highway Corridor Improvements:

1. National Boulevard - Continue Secondary Highway standards (4 lanes) between Overland Avenue and Sepulveda Boulevard (subject to additional investigation and feasibility review).
2. Overland Avenue - Restripe between Pico Boulevard and Santa Monica Freeway to provide an additional northbound lane.
3. Pico Boulevard - Continue Major Highway standards (6 lanes) between Sepulveda Boulevard and Centinela Avenue.
4. Santa Monica Boulevard - Convert Santa Monica Boulevard north and south roadways into a Major One-way Couplet providing four travel lanes plus parking in each direction between Sepulveda Boulevard and Century Park East.
5. Sepulveda Boulevard - Reversible HOV lane Santa Monica to Sepulveda Pass.
6. Sepulveda Boulevard - Continue Major Highway standards (6 lanes) between Wilshire Boulevard and Venice Boulevard.
7. Wilshire Boulevard -
 - a. Continue Major Highway with modified standards between Glendon Avenue and Comstock Avenue (8 lanes, 104-foot roadway in 125-foot right-of-way).

- b. Continue consistent Major Highway standards (6 lanes) between San Vicente Boulevard and Centinela Avenue.

- 8. I-405/Getty Center Drive - Construct a new northbound on-ramp to serve the Westwood Regional Center and relieve congestion on northbound Sepulveda Boulevard.

Improvements Pending Community Plan Amendments

- 9. Olympic Boulevard - Continue Major Highway with modified standards (8 lanes) between Century Park West and Bundy Drive (94-foot roadway in 110-foot right-of-way, except between Glendon Avenue and Malcolm Avenue).
- 10. Venice Boulevard - Continue Major Highway with modified standards (8 lanes, 114-foot roadway within a 134-foot right-of-way) between San Diego Freeway/Sawtelle Boulevard and Hughes Avenue.

D. Intersection/Traffic Signal Improvements:

See the following list.

- E. **Neighborhood Protection Program**, such as speed bumps, turning restrictions, traffic signal re-timing, etc., as determined by LADOT. (Not subject to In-Lieu Credit Provisions)

Intersection/Traffic Signal Improvements:

INTERSECTION RECONSTRUCTIONS/RESTRIPING

1. Barrington Avenue & Gateway Boulevard
2. Barrington Avenue & San Vicente Boulevard
3. Barrington Avenue & Sunset Boulevard
4. Barrington Avenue & Wilshire Boulevard
5. Centinela Avenue & Venice Boulevard
6. Century Park East & Pico Boulevard
7. Church Lane & Sunset Boulevard
8. Federal Avenue/San Vicente Boulevard & Wilshire Boulevard
9. Gayley Avenue & Wilshire Boulevard
10. Glendon Avenue & Wilshire Boulevard
11. Glendon Avenue/Tiverton Avenue & Lindbrook Drive
12. Hilgard Avenue & Le Conte Avenue
13. I-10 EB Off-Ramp & National Boulevard (near Overland)
14. I-405 On/Off-Ramps & National Boulevard
15. I-405 SB Off-Ramps & National Boulevard
16. I-405 SB Ramps & Santa Monica Boulevard
17. National Boulevard & I-10 WB Off-Ramp/Manning Avenue
18. National Boulevard/I-10 WB On/Off-Ramps & Overland Avenue
19. National Boulevard & Sawtelle Boulevard
20. National Boulevard & Sepulveda Boulevard
21. Ohio Avenue & Veteran Avenue
22. Olympic Boulevard & Sawtelle Boulevard
23. Pico Boulevard & Sawtelle Boulevard
24. Sepulveda Boulevard & Wilshire

TRAFFIC SIGNAL IMPROVEMENTS

1. Barrington Avenue & Sunset Boulevard
2. Barrington Avenue & Wilshire Boulevard
3. Beverly Glen Boulevard & Sunset Boulevard
4. Bundy Drive & National Boulevard
5. Century Park East & Pico Boulevard
6. Glendon Avenue & Wilshire Boulevard
7. Hilgard Avenue & Sunset Boulevard
8. I-405 SB Ramps & Santa Monica Boulevard
9. I-405 SB Off-Ramps/Tennessee Avenue & Sawtelle Boulevard
10. National Place/Boulevard & Overland Avenue
11. National Boulevard/I-10 WB On/Off Ramps & Overland Avenue
12. Olympic Boulevard & Sawtelle Boulevard
13. Santa Monica & Sawtelle Boulevards (I-405 Ramps/Beloit)
14. Sepulveda Boulevard & Wilshire Boulevard

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Note: This map may not reflect recent Plan amendments because it is revised and reprinted less frequently. For information on Plan amendments recently enacted by the Periodic Plan Review program and by other Planning Department Divisions, refer to the amendment list at the front of this booklet and to the individual Plan map pages in this booklet, which are updated annually.

PLAN LAND USE • West Los Angeles (See Plan booklet for Plan information)

Department of City Planning, Los Angeles, Ca., Melanie S. Fallon, Director

ft 0 700 1400 2800

December 1990

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HEARING EXAMINER SECTION

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CENTURY CITY SOUTH SPECIFIC PLAN

DEPARTMENT OF CITY PLANNING

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PLAN IMPLEMENTATION DIVISION

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SEPULVEDA CORRIDOR SPECIFIC PLAN

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